

CHP Strategic Plan 2009 Planning and Analysis Division Quarterly Report

Quarter Reporting: January-March 2009

Goal 1.1 Prevent the loss of life, injuries, and property damage.

Activity 1.1.1: Maintain oversight of driving under the influence (DUI), under-age drinking, and multi-cultural grants to support field activities directed toward drinking and driving.

Quarterly Activity:

Research and Planning Section (RPS) staff continues to provide oversight for several DUI and under age drinking grants and programs.

Activity 1.1.2: Seek grant funding for future projects to target under-age drinking.

Quarterly Activity:

Staff submitted a concept for the 09/10 grant cycle seeking funds for underage drinking awareness programs.

Activity 1.1.3: Ensure certification, repair, and assignment of lidar/radar units to field commands.

Quarterly Activity:

During this reporting period, the following radar activities occurred: International Association of Chiefs of Police (IACP) Radar Recertification Requests were issued to 82 locations containing 366 test authorizations for radar and lidar units with current certifications expiring from April through June 2009. In addition, 118 Area requests for service were received and processed, resulting in 113 radar repair orders issued to the field. The out of warranty repair invoices approved during the reporting period totaled \$14,625 and the IACP radar certification invoices approved during the reporting period totaled \$73,970.

Activity 1.1.4: Procure and distribute new lidar units to Divisions for assignment to the field.

Quarterly Activity:

During the month of March, RPS received a copy of a purchase order for 58 new binocular-style hand-held lidar units. Delivery is expected within 45 days. RPS is currently developing a distribution plan for these units.



Activity 1.1.5: Procure and distribute new radar trailers to Divisions.

Quarterly Activity:

During this reporting period, there were no new trailers purchased or distributed to the field, and no new radar trailers are planned for purchase in the immediate future.

Activity 1.1.6: Utilize DUI grant funding to award mini grants to schools participating in the Every 15 Minutes (E15M) Program.

Quarterly Activity:

This quarter, departmental personnel conducted 232 informational presentations (167 E15M programs, 21 Sober Graduation events, and 44 other CHP alcohol reduction education programs). In addition, the Department facilitated 37 E15M programs, three Sober Graduation events, and 39 other CHP alcohol reduction educational programs. Almost 60,000 students and more than 2,600 faculty members participated in the presentations and programs. There were 11 new inquiries regarding E15M programs and 28 contract requests processed for mini-grants to facilitate programs. The grant coordinator processed nine requests for reimbursement for E15M programs during the 2007/2008 and 2008/2009 school years.

Activity 1.1.7: Utilize DUI grant funding for DUI sobriety checkpoints, DUI roving patrols, and DUI saturation operations.

Quarterly Activity:

During this reporting period, departmental personnel completed 16 grant-funded sobriety/driver license checkpoints resulting in 7,478 vehicles screened, 63 DUI arrests, and 306 citations issued. Additionally, five DUI task force operations were completed, resulting in 11 DUI arrests and 93 citations issued. Finally, 5,663 overtime hours were expended for proactive DUI enforcement patrol resulting in 370 DUI arrests and 1,047 citations issued.

Activity 1.1.8: Coordinate the use, repair, and replacement of portable alcohol screening (PAS) devices, as well as, portable evidential breath testing (PEBT) devices in the field.

Quarterly Activity:

During this reporting period, the Department continued to utilize PAS and PEBT devices in the field. RPS continued to monitor the 780 new PAS devices deployed during the last calendar year and coordinate warranty repairs and service as needed. RPS staff also processed 48 repair requests for PAS devices and accessory equipment.

Activity 1.1.9: Continue to provide public education, traffic safety presentations, and informational material for child passenger safety. Hold child safety seat check-ups and fitting stations. Continue training and recertification of Child Passenger Safety Technicians. Ensure the Department's child passenger safety coordinator continues to monitor the Occupant Safety Awareness grant to ensure the field is effectively utilizing funds in both education and enforcement. The Department will continue to respond to correspondence from the public to answer questions regarding the Department's operations, and to provide traffic safety education.



Quarterly Activity:

During the quarter, two child passenger safety (CPS) technician training courses were conducted, where 40 employees were certified as CPS technicians. One renewal training course was conducted where nine employees and one allied agency personnel regained their status as certified CPS technicians. Further, 20 departmental employees certified as CPS technicians through allied agency courses. Four CHP Divisions hosted an eight-hour recertification class which is required for technicians to recertify. To that end, 35 CHP technicians recertified through Safe Kids Worldwide.

Further, the following activities occurred during the reporting period: 562 traffic safety seminars with 44,809 attendees; 20 traffic safety classes to non-English speakers with 1,354 attendees; 31 check-up events with 1,122 participants and 204 car seats issued; local fitting stations conducted 3,513 inspections and issued 383 seats.

A Vehicle Occupant Restraint Day was conducted on March 31, 2009, where officers were deployed statewide to enforce occupant restraint laws and to educate the public on child passenger and vehicle occupant safety.

RPS staff continues to respond to public e-mails regarding traffic safety education and concerns. Additionally, letters of response were prepared to answer a variety of traffic related questions from the public.

Activity 1.1.10: Administer the Department's High School Seat Belt Challenge grant.

Quarterly Activity:

During the first quarter of 2009, the California High School Seat Belt Challenge, impact, was presented to 23 high schools throughout California with a commitment for seven programs. Public Information Officers continue to make presentations to high school administrators, encouraging them to challenge local schools to improve seat belt use among their student body.

Activity 1.1.11: PAD staff will administer the Department's Street Racing Training and Enforcement grant.

Quarterly Activity:

The Street Racing Grant funded by the Office of Traffic Safety (OTS) is on schedule and activity is scheduled to end June 30, 2009. As of April 1, 2009, there have been 1,246 law enforcement personnel trained between CHP personnel and 32 different allied agencies. As of April 1, 2009, the CHP has conducted 201 task force operations resulting in 8,055 citations, 638 vehicles impounded, 258 other in-custody arrests, and 179 DUI arrests.

Activity 1.1.12: Mail letters to drivers who violate California's child passenger safety laws.

Quarterly Activity:

One Spotter letter was sent to an individual who was spotted violating the child passenger safety restraint laws.



Activity 1.1.13: Establish ten highway safety corridors (Interstates [I], State Routes [SR]) to help reduce fatalities along those roadway segments with two corridors focusing on pedestrian safety. Monitor the usage of enhanced enforcement on the ten selected road segments, initiate and manage overtime contracts for joint enforcement involving the California Highway Patrol (CHP) and allied agencies, and assist in the development of artwork and the procurement of materials for public education and awareness campaigns focusing on identified primary collision factors.

Quarterly Activity:

DUI Corridor #1 — The identified DUI corridor(s) are I-5 and I-805 located in San Diego County. The duration of this project is April 1, 2007, through March 31, 2009. The CHP San Diego Area deployed over 4,000 officer overtime hours on both corridor segments during the course of the grant. Provisional statistics reported by the CHP San Diego Area indicate one fatality and 17 injured victims attributed to DUI on the corridor, which is a 91 percent decrease for both goals, compared to the 2005 base year.

DUI Corridor #2 — The identified corridor is State Route (SR)-1 located in Monterey County. The duration of this project is August 1, 2007, through September 30, 2009. The CHP Monterey Area deployed over 2,436 officer overtime hours on the corridor segments throughout the course of the grant. Provisional statistics reported by the CHP Monterey Area indicate one fatality and 16 injured victims attributed to DUI on the corridor, which is a 78 percent increase for both goals when compared to the 2006 base year.

DUI Corridor #3 — The identified corridor is SR-184 located in Kern County. The duration of this project is December 1, 2007, through September 30, 2009. The CHP Bakersfield Area deployed over 2,620 officer overtime hours on the corridor segment throughout the course of the grant. Provisional statistics reported by the CHP Bakersfield Area indicate zero fatal and six injury victims attributed to DUI on the corridor, which is a 50 percent decrease in the injured victim goal when compared to the 2006 base year.

DUI Corridor #4 — The identified corridor consists of a roadway segment in San Diego County: SR-67 from mile post marker (MPM) 0.00 to MPM 24.37, within the CHP El Cajon Area. The El Cajon corridor has experienced a high occurrence of DUI-involved fatality and injury collisions in recent years. The corridor's Preparation Phase began on October 1, 2008, and ended on March 31, 2009. Enforcement will begin on April 1, 2009, and continue through March 31, 2010.

DUI Corridor #5 — The identified corridor consists of a roadway segment in Los Angeles County: US-101 from MPM 10.34 to MPM 38.19, within the CHP West Valley Area. The West Valley corridor has experienced a high occurrence of DUI-involved fatality and injury collisions in recent years. The corridor's Preparation Phase began on March 1, 2009, and will continue through May 31, 2009. Enforcement will begin on June 1, 2009, and continue through March 31, 2010.

DUI Corridor #6 — The Corridor Safety Program Unit (CSPU) solicited for corridor recommendations from field Divisions and Area commands in late 2008. Corridor recommendations were ranked by the total number of reportable collisions in 2005-2007, percentage of reportable DUI-involved collisions, average annual daily traffic, length of



corridor, and the total number of DUI arrests. Executive Management selected a 32-mile segment of SR-76, from MPM 9.49 to MPM 47.79, within the CHP Oceanside Area. The corridor's Preparation Phase will begin on May 1, 2009, through July 31, 2009. Enforcement will begin on August 1, 2009, and will continue through July 31, 2010.

College DUI Corridor #7 — The identified corridor(s) are United States (US)-101 and SR-217 in Santa Barbara County. Both of these roadways are located near the University of California, Santa Barbara (UCSB) campus. The Operations Phase of the project ended on May 31, 2008. During the Operations Phase, the selected corridors experienced a 20 percent decrease in DUI driver victims, maintenance of DUI fatal passenger victims, and a 10 percent decrease in DUI injured passenger victims, when compared to the base year of 2005. The CHP is currently working on the final report.

College DUI Corridor #8 — The identified corridor(s) are US-101, SR-255, and SR-299 in Humboldt County. All three roadways are located near the California State University (CSU)-Humboldt campus. From September 2007 through October 2008, the corridor experienced a 200 percent increase of DUI injured passenger victims; however, no increase in the number of DUI fatal passenger victims or DUI driver victims when compared to the 2006 base year.

College DUI Corridor #9 — The identified corridors consist of I-10 from MPM 19.66 to MPM 28.66 and I-710 from MPM 21.94 to MPM 27.44, within the CHP East Los Angeles Area. Both roadway segments surround the CSU-Los Angeles campus. Enforcement will begin on April 1, 2009, and continue through May 31, 2010.

College DUI Corridor #10 — The identified corridors consists of I-5 from MPM 0 to MPM 30.64; I-805 from MPM 0.149 to MPM 28.874; and I-8 from MPM 0.466 to MPM 9.404, within the CHP San Diego Area. All three roadways are located near the University of California, San Diego (UCSD). The corridors' Preparation Phase began March 1, 2009, and will continue through May 31, 2009. Enforcement will begin on June 1, 2009, and will continue through July 31, 2010.

Pedestrian Corridor #11 — The identified corridor is SR-28 located in Placer County (Truckee Area). The corridor is comprised of a 9.25-mile segment of SR-28 between Tahoe City and Kings Beach and indicates a high occurrence of pedestrian-involved fatal and injury collisions in recent years. Enforcement began on April 1, 2008, and ended March 31, 2009. During this reporting period, CHP Truckee Area deployed 496 officer overtime hours on the corridor.

Pedestrian Corridor #12 — The identified corridor is comprised of 17 miles of county roadway along Florin Road and Stockton Boulevard in Sacramento County (South Sacramento Area). The Florin Road segment is bordered by Florin-Perkins Road to the east and by Franklin Boulevard to the west. The Stockton Boulevard segment is bordered by 14th Avenue to the north and by Elsie Road to the south. These county roadways have a high occurrence of pedestrian-involved fatal and injury collisions. Enforcement began on August 1, 2008, and will continue through July 31, 2009. During this reporting period, CHP South Sacramento Area deployed 594 officer overtime hours on the corridor segments.

Speed Corridor #13 — The identified corridor is comprised of roadway segments on SR 12 located in CHP Solano, South Sacramento, and Stockton Areas. The corridor roadway segments are in three counties: In Solano County from MPM 1.81 to

MPM 26.40; in Sacramento County from MPM 0.00 to MPM 6.2; and in San Joaquin County from MPM 0.00 to MPM 10.16. The SR-12 corridor has experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on April 1, 2008, and concluded March 31, 2009. The CHP Solano, South Sacramento, and Stockton Areas deployed over 1,145 officer overtime hours on the corridor segments during the quarter. Statewide Integrated Traffic Records System (SWITRS) data for the period of April 1, 2008 through July 31, 2008, and provisional statistics compiled by the CHP Solano, Stockton, and South Sacramento Areas from August 1, 2008 through February 28, 2009, indicate two fatal and 53 injured victims attributed to speed on the corridor. This is an 80 percent decrease in fatal victims, and a 70 percent decrease in the injured victim goal when compared to the 2006 base year.

Speed Corridor #14 — The identified corridor is comprised of three roadway segments in Tuolumne County: SR-120 from MPM 0.00 to MPM 12.08, SR-108 from MPM 0.00 to MPM 30.14, and SR-49 from MPM 12.28 to MPM 16.48, within the CHP Sonora Area. The Sonora corridor experienced a high occurrence of speed related fatality and injury collisions in recent years. Enforcement began on June 1, 2008, and will continue through May 31, 2009. The CHP Sonora Area deployed over 241 officer overtime hours on the corridor segments during the quarter. SWITRS data for the period June 1, 2008 through July 31, 2008, and provisional statistics reported by the CHP Sonora Area, indicate two fatalities and 52 injured victims attributed to speed on the corridor. This is a 67 percent decrease in fatal victims, and a 48 percent decrease in the injured victim goal when compared to the 2006 base year.

Speed Corridor #15 — The identified corridor consists of a roadway segment in Kern County: SR-119 from MPM 1.07 to MPM 19.8, within the CHP Buttonwillow Area. The Buttonwillow corridor has experienced a high occurrence of speed fatality and injury collisions in recent years. The corridor's Program Preparation Phase started October 1, 2008, and concluded March 31, 2009. Enforcement will begin on April 1, 2009, and will continue through March 31, 2010.

Speed Corridor #16 — The identified corridor consists of a roadway segment in San Bernardino County: I-15 from MPM 0.0 to MPM 12.83, within the CHP Rancho Cucamonga Area. The Rancho Cucamonga corridor experienced a high occurrence of speed fatality and injury collisions in recent years. The corridor's Program Preparation Phase began March 1, 2009, and will continue through May 31, 2009. Enforcement will begin on June 1, 2009, and will continue through May 31, 2010.

Speed Corridor #17 — The identified corridor consists of a roadway segment in Nevada County: SR-49 from MPM 0.00 to MPM 13.06, within the CHP Grass Valley Area. The Grass Valley corridor experienced a high occurrence of speed fatality and injury collisions in recent years. The corridor's Program Preparation Phase will start on May 1, 2009, and continue through July 31, 2009. Enforcement will begin on August 1, 2009, and will continue through July 31, 2010.

Comprehensive Approach to Reducing Speed (CARS) — The Operations Phase of CARS was initiated on January 1, 2009, incorporating a three- element enforcement approach to reducing speed-related traffic collisions. Element One focuses on reducing speed-related collisions occurring on state highways. Element Two focuses on reducing speed-related collisions occurring on county roadways. Element Three focuses on reducing speed-related collisions involving motorcycles. These enhanced enforcement efforts utilize grant funding from the Office of Traffic Safety (OTS) to reduce fatalities and



injuries resulting from speeding. CARS will continue its Operations Phase until September 30, 2009.

Activity 1.1.14: In response to officer safety concerns, explore the roadway characteristics of injury collisions where the uniformed CHP employee was parked or standing near the traveled roadway.

Quarterly Activity:

Officer Safety (Roadway Characteristics) — SPS continued to distribute copies of the "Saving Lives, One Stop At A Time" video to CHP offices and to allied agencies. The video was produced in collaboration with the International Association of Chiefs of Police. Staff also attended the kick-off meeting for a group who will be looking at city street and county road departure collisions (and head-on collisions) as part of the Strategic Highway Safety Plan, Challenge Area 2.

Activity 1.1.15: Utilize National Highway Transportation Safety Administration and Office of Traffic Safety (OTS) (Section 2010) funds to promote the Department's California Motorcyclist Safety Program (CMSP) and will ensure the CMSP is operated in an efficient and safe manner by the contractor. SPS will also coordinate, administer, and promote a biennial Motorcycle Safety Summit, with support from OTS, to help address the rising trend in motorcycle fatalities. SPS will conduct at least quarterly meetings with the departmental media consultant for campaign development, implementation, and evaluation. SPS will conduct meetings for summit coordination including: site selection, agenda development, panel speakers, attendee lists, and other logistical issues and continue with ongoing meetings with the CMSP contractor.

Quarterly Activity:

During the reporting period, two public service announcements (PSAs) were produced in English and Spanish and aimed at both younger and older returning motorcycle riders. Both PSAs are 30 seconds each in length and urge all motorcycle riders to attend a CMSP Basic Rider Course. The Department's media relations contractor, the tmdgroup, Inc., is developing a media buy plan to ensure the PSAs reach audiences in the ten counties which experience the highest numbers of motorcyclist fatalities and injuries. It is expected the media effort will be focused in the Los Angeles, San Diego, Bay Area, and Sacramento-Stockton-Modesto area markets. To kick off the PSAs, the CMSP will be promoted at four press conferences throughout the State: Los Angeles, San Diego (Miramar Naval Air Station), Sacramento, and the Bay Area.

The printing and partial distribution of educational "Share the Road" posters and postcards occurred in March 2009. Initial distribution was made to all 103 CHP Area Offices. An additional educational item, a folding State of California map containing all CHP office locations, major roadways, and a "Share the Road" safety message, was also printed and distributed during the quarter.

Goal 1.2: Maximize service to the public and assistance to allied agencies.

Activity 1.2.1: Continue oversight of the statewide grants that target DUI, under age drinking, child safety seat violations, as well as, educational efforts in the proper use of occupant restraints in several multi-cultural communities. We partner with many allied agencies and private sectors in our outreach efforts.



Quarterly Activity:

RPS staff continues oversight of several statewide grants which target DUI, under age drinking, seat belt use, and child passenger safety restraints.

Activity 1.2.2: Continue to maintain the Redi-Ref to provide a brief synopsis of the California Vehicle Code and other codes related to traffic law enforcement. This publication is used by CHP commands and distributed free of charge to local law enforcement agencies.

Quarterly Activity:

During the first quarter, the 2009 Redi-Ref was submitted to the Office of State Publishing for printing. Once the printing is completed and has been delivered, Supply Services will distribute to both CHP and allied agencies.

Activity 1.2.3: Continue managing the Department's Pursuit Reporting System (PRS). PRS is an Intranet-based database of pursuit data collected from Areas and Division offices, as well as, all law enforcement agencies. Provide statistical data as requested and compile yearly summary reports of pursuit data.

Quarterly Activity:

This quarter, staff successfully completed the 2008 Legislative Report. The final product has been submitted to agency for review and approval. Staff constantly contacts Divisions in order to ensure reports are submitted and reviewed in a timely manner. Additionally, staff continues to work with the Data Analysis Unit with allied agency report entry. First-line supervisor training has been conducted when requested.

Activity 1.2.4: Focus on adherence to established due dates for projects. This includes conducting weekly reviews of individual project due dates along with a weekly review of section due dates and reconciliation with the Planning and Analysis Division (PAD) project log.

Quarterly Activity:

During the quarter, weekly meetings with Planning and Analysis Division, (PAD) RPS, and SPS include a review of the project log and projects due during the week.

All section staff continue to utilize and monitor the project tracking log/folders. Managers/supervisors routinely review ongoing due dates with section staff to ensure projects are on track and to avoid any unnecessary delays. Managers/supervisors review and approve completed staff work.

Activity 1.2.5: Enlist allied agency participation via contractual agreements to provide enhanced enforcement on ten selected roadway segments for grant-funded enhanced enforcement, convene task forces that include allied agencies and community stakeholders, and collaborate with Department of Transportation (Caltrans) or public works departments to identify possible short and long term solutions to identified traffic issues on the ten selected road segments.



Quarterly Activity:

Administer the Department's Street Racing Training and Enforcement grant. The Street Racing Grant funded by OTS is on schedule and activity is scheduled to end June 30, 2009. As of April 1, 2009, there have been 1,246 law enforcement personnel trained between CHP personnel and 32 different allied agencies. As of April 1, 2009, the CHP has conducted 201 task force operations resulting in 8,055 citations, 638 vehicles impounded, 258 other in-custody arrests, and 179 DUI arrests.

DUI Corridor #1 — CHP has six active contractual agreements for allied agencies participating in this two-year project: Alcoholic Beverage Control (ABC)-San Diego County; Chula Vista Police Department (PD); National City PD; San Diego PD; San Diego County Sheriff's Department (SD); and the San Diego County Probation Department. All agencies provide education and enhanced enforcement on the I-805 and I-5 corridor segments in San Diego County. The project was extended to September 30, 2009.

DUI Corridor #2 — CHP has an active contractual agreement for ABC-Monterey County to provide education and enhanced enforcement on the SR-1 corridor in Monterey County. The project was extended to September 30, 2009.

DUI Corridor #3 — Two contractual service agreements are in place with ABC-Kern County and the Kern County Probation Department representatives. Both agencies are providing enhanced enforcement and education on the SR-184 corridor in Kern County. The project was extended to September 30, 2009.

DUI Corridor #4 — In addition, the CSPU acquired signed contract service agreement documents for San Diego County SD and San Diego County Probation Department for enhanced enforcement and education on the SR-67 corridor in San Diego County.

The El Cajon Area commander appeared before the San Diego County Board of Supervisors on January 27, 2009, and obtained a county resolution of support.

DUI Corridor #5 — Two contractual service agreements are pending final signatures. The contract requests are for Los Angeles PD and Los Angeles County SD for enhanced enforcement on the US-101 corridor in Los Angeles County.

Two allied law enforcement agencies in Los Angeles County are planning to participate. Due to delays in obtaining county resolutions for project support, it was necessary for the CSPU project coordinator and the West Valley Area commander to contact Los Angeles County Supervisor Zev Yaroslavsky. Supervisor Yaroslavsky presented the request for project support and approval and obtained a signed county resolution from the Los Angeles County Board of Supervisors meeting in February 2009. A strategic planning meeting with West Valley Area staff will be conducted in May 2009 to discuss the operational plan, and goals and objectives for the corridor.

DUI Corridor #6 — Project funds are available for allied agency participation and the CSPU project coordinator is coordinating with the CHP Oceanside Area commander to determine allied agency participation.



College DUI Corridor #9 — Contract requests were submitted for CSU-Los Angeles and CSU-Los Angeles PD for peer education and enhanced enforcement on the I-710 and I-10 corridor segments in Los Angeles County. The CSU-Los Angeles PD contract for enhanced enforcement will begin on April 1, 2009. The contract for peer education with CSU-Los Angeles is pending approval.

A strategic planning meeting was held with the CSU PD and the CHP East Los Angeles Area in January 2009, to discuss the operational plan, and the goals and objectives for the corridor.

College DUI Corridor #10 — Contract requests are pending for UCSD, UCSD PD, and San Diego PD for peer education and enhanced enforcement on the I-8, I-805, and I-5 corridor segments in San Diego County.

Pedestrian Corridor #11 — During the enforcement period of this grant, the CHP Truckee Area had an allied agency contractual agreement with the Placer County SD for enhanced enforcement on the SR-28 corridor in Placer County.

Speed Corridor #13 — CHP had three contractual agreements with Suisun City PD, Fairfield PD, and Rio Vista PD for enhanced enforcement on the SR-12 corridor in Solano and Sacramento Counties through March 31, 2009.

Task force activity:

DUI Corridor #4 — The El Cajon Area commander appeared before the San Diego County Board of Supervisors on January 27, 2009, and obtained a county resolution of support.

DUI Corridor #5 - Two allied law enforcement agencies in Los Angeles County are planning to participate. Due to delays in obtaining county resolutions for project support, it was necessary for the CSPU project coordinator and the West Valley Area commander to contact Los Angeles County Supervisor Zev Yaroslavsky. Supervisor Yaroslavsky presented the request for project support and approval and obtained a signed county resolution from the Los Angeles County Board of Supervisors in February 2009. A strategic planning meeting with West Valley Area staff will be conducted in May 2009 to discuss the operational plan, and goals and objectives for the corridor.

College DUI Corridor #9 - A strategic planning meeting was held with the CSPU and the CHP East Los Angeles Area in January 2009, to discuss the operational plan, and the goals and objectives for the corridor.

Speed Corridor #13 — At the final meeting, goals and achievements were summarized, and future endeavors in support of the SR-12 corridor were discussed.

Speed Corridor #15 — The CSPU staff conducted the strategic planning meeting with CHP Buttonwillow Area on January 8, 2009. Goals, objectives, and operations were discussed. The first TF meeting is scheduled for April 30, 2009.

Speed Corridor #16 — The CSPU staff conducted the strategic planning meeting with CHP Rancho Cucamonga Area on March 11, 2009. Goals, objectives, and operations were discussed. The first TF meeting will be scheduled in June 2009.

Activity 1.2.6: Continue to meet with Caltrans and other stakeholders on the high-occupancy toll (HOT) lane and high-occupancy vehicle (HOV) design elements and enforcement strategies.

Quarterly Activity:

Departmental staff and management met with Caltrans and other stakeholders several times during the quarter to discuss HOT and HOV topics. These topics included an executive level briefing during the March meeting of Transportation Directors (explaining newly adopted CHP policies), staff commentary at regional "peer exchanges" in northern and southern California, extensive participation with the San Diego Association of Governments on a HOT lane enforcement project, and with Caltrans on the development of their HOT business plan. Staff was also involved in active participation with Golden Gate Division on the development of the Interstate 680 HOT lane and an HOV/HOT network for the Bay Area.

Activity 1.2.7: Continue to increase allied agency participation in the California Law Enforcement Challenge (CLEC). Continue to promote the CLEC through presentations at the annual Traffic Safety Summit and the various Division Commanders Conferences.

During the quarter, the Commissioners' Support Unit (CSU) completed the following: Welcomed a new CLEC coordinator, Officer Tony Yao, to the program in January; attended the Traffic Safety Summit and staffed an informational booth at the conference; added regional "How-To" dates to the CLEC website; initiated the request for the Governor's/Agency Secretary attendance at the Annual Awards banquet; finalized the Annual Awards Comm-net which is awaiting approval to be distributed; and created and analyzed spreadsheets to assist in improving and enhancing the program.

The CSU conducted four CLEC "How-To" seminars (which are open to CHP and allied agency personnel) for completing CLEC submissions for their respective Areas/departments during the quarter.

Goal 1.3: Improve Departmental efficiency.

Activity 1.3.1: Improve the quality and timeliness of reports.

Quarterly Activity:

In an effort to more clearly report on corridor grants, PAD staff within the Grants Management Unit redesigned the Quarterly Performance Report format.

These changes have resulted in a more reader friendly, more efficient report, not to mention a significant savings in paper. On average, the length of each report was reduced by about one-third.

Goal 1.4: Manage traffic and emergency incidents.

Activity 1.4.1: Administer the Department's plan to install 1,600 stand-alone digital mobile video audio recording systems in 1,600 patrol vehicles over two fiscal years.

Quarterly Activity:

The procurement protest has been completed. WatchGuard Video received the purchasing contract and has delivered five units for testing. Testing is being conducted at Fleet Operations Section (FOS) and includes elements related to safety, patrol vehicle systems interference, as well as determining power and electrical needs. FOS is also writing a training plan and curriculum for statewide installations. RPS is writing a training plan and curriculum for the user which will include a focus on policy and procedure. RPS anticipates the first two test Areas will receive their units by the end of the second quarter of 2009.

Activity 1.4.2: Develop an external feasibility study report for the acquisition and deployment of an information technology based mobile video/audio recording system.

Quarterly Activity:

Staff continues to develop an external feasibility study report for the acquisition and deployment of an information technology based mobile video/audio recording system. It is anticipated the report will be completed in the second quarter.

Activity 1.4.3: Present Incident Command System (ICS) roles and responsibilities training at the Traffic Management Center and Caltrans' Freeway Operations Academies. Continue to stress the same roles and responsibility training for Caltrans and CHP personnel involved in MAZEED/COZEED operations.

Quarterly Activity:

SPS staff presented joint responsibility between CHP and Caltrans at the February Traffic Operations Academy in Fresno, California.

Trainers have begun scheduling classes in 2009 before the spring construction season begins. The CHP is expected to have training complete no later than May 1, 2009. Additionally, the MAZEED and COZEED contracts are currently being negotiated. These reimbursable services contracts total more than \$106.4 million.

Goal 1.5: Protect Public and State Assets.

Activity 1.5.1: Encourage all uniformed personnel to work road patrol during all departmental Maximum Enforcement Periods (MEP).

Quarterly Activity:

No activity reported this quarter.

Activity 1.5.2: Participate in and continue to oversee the Headquarters Security Patrol program, which schedules a uniformed employee to provide security patrol prior to, and after, regular business hours.

Quarterly Activity:

During this reporting period, RPS staff worked 25 days for the Headquarters Security Patrol (HSP) program.

Activity 1.5.3: As the Office of Primary Interest for 1-800-TELLCHP, review policy and procedures for GO 100.71, to develop further practical uses. 1-800-TELLCHP, is the publicized number for reporting stolen vehicles.

No activity reported this quarter.

CHP Strategic Plan 2009

Planning and Analysis Division Quarterly Report

Quarter Reporting: April-June 2009

Goal 1.1 - *Prevent the loss of life, injuries, and property damage.*

Activity 1.1.1: Maintain oversight of driving under the influence (DUI), underage drinking, and multi-cultural grants to support field activities directed toward drinking and driving.

Quarterly Activity:

Research and Planning Section (RPS) staff continues to provide oversight for several driving under the influence and underage drinking grants and programs.

Activity 1.1.2: Seek grant funding for future projects to target under-age drinking.

Quarterly Activity:

Staff submitted a concept for the 09/10 grant cycle seeking funds for underage drinking awareness programs.

Activity 1.1.3: Ensure certification, repair, and assignment of lidar/radar units to field commands.

Quarterly Activity:

During this reporting period the following radar activities occurred: International Association of Chiefs of Police (IACP) radar recertification requests were issued to 81 locations containing 340 test authorizations for radar and lidar units with certifications expiring from July through September 2009. In addition, 86 Area Requests for Service were received and processed, resulting in 101 radar repair orders issued to the field. The out-of-warranty repair invoices approved during the reporting period totaled \$20,600 and the IACP radar certification invoices approved during the reporting period totaled \$47,300.

Activity 1.1.4: Procure and distribute new lidar units to Divisions for assignment to the field.

Quarterly Activity:

During the month of May, RPS received 58 new binocular-style handheld lidar units. After receiving approval of the proposed field distribution list from the Commissioner's office, RPS completed the distribution of all of these units to the field during the month of June.



Activity 1.1.5: Procure and distribute new radar trailers to Divisions.

Quarterly Activity:

During this reporting period, there were no new trailers purchased or distributed to the field, and no new radar trailers are planned for purchase in the immediate future.

Activity 1.1.6: Utilize DUI grant funding to award mini-grants to schools participating in the Every 15 Minutes (E15M) Program.

Quarterly Activity:

This quarter has proven to be the busiest of all quarters due to school dances, spring breaks, and graduations. Departmental personnel conducted 1,063 informational presentations (92 E15M programs, 314 Sober Graduation events, and 657 other CHP alcohol reduction education programs). In addition, the Department facilitated 113 E15M programs, 76 Sober Graduation events, and 63 other CHP alcohol reduction educational programs. Nearly 175,000 students and 4,000 faculty members participated in the presentations and programs. Due to the end of the school year approaching, there were no new inquiries regarding E15M programs and no contract requests processed for mini-grants to facilitate E15M programs. The grant coordinator processed 116 requests for reimbursement for E15M programs during the 2007/2008 and 2008/2009 school years.

Activity 1.1.7: Utilize DUI grant funding for DUI sobriety checkpoints, DUI roving patrols, and DUI saturation operations.

Quarterly Activity:

During this reporting period, departmental personnel completed 33 grant funded sobriety/driver license checkpoints resulting in 21,839 vehicles screened, 93 DUI arrests, and 352 citations issued. Additionally, 16 DUI task force operations were completed, resulting in 113 DUI arrests and 317 citations issued. Additional overtime hours were expended for proactive DUI enforcement patrol throughout the state.

Activity 1.1.8: Coordinate the use, repair, and replacement of portable alcohol screening (PAS) devices, as well as, portable evidential breath testing (PEBT) devices in the field.

Quarterly Activity:

During this reporting period, the Department continued to utilize PAS and PEBT devices in the field. RPS continued to monitor the 780 new PAS devices deployed the last calendar year and coordinated 36 warranty repairs and service as needed. RPS staff also processed 98 repair requests for PAS devices and accessory equipment.

Activity 1.1.9: Continue to provide public education, traffic safety presentations, and informational material for child passenger safety. Hold child safety seat check-ups and fitting stations. Continue training and recertification of Child Passenger Safety (CPS) technicians. Ensure the Department's child passenger safety coordinator continues to monitor the Occupant Safety Awareness grant to ensure the field is effectively utilizing



funds in both education and enforcement. The Department will continue to respond to correspondence from the public to answer questions regarding the Department's operations, and to provide traffic safety education.

Quarterly Activity:

During the quarter, four CPS technician training courses were conducted, with 57 employees being certified as CPS technicians. One renewal training course was conducted where six employees regained their status as certified CPS Technicians. Further, eight departmental employees certified/renewed as CPS technicians through allied agency courses. Two employees from allied agencies attended CHP training. Three CHP Divisions hosted an eight-hour recertification class which is required for technicians to recertify. To that end, 33 CHP technicians recertified through Safe Kids Worldwide.

Further, the following activities occurred during the reporting period: 567 traffic safety seminars with 90,691 attendees; 32 traffic safety classes to non-English speakers with 2,759 attendees; 55 check-up events with 1,544 participants, 426 car seats were issued; and local fitting stations conducted 3,926 inspections and issued 453 seats.

The *Click-It or Ticket* campaign was conducted May 18-31, 2009. A total of 11,002 occupant restraint citations were written.

The Department's CPS Coordinator participated in two statewide teleconference calls pertaining to vehicle occupant restraint and the Strategic Highway Safety Plan.

Activity 1.1.10: Administer the Department's High School Seat Belt Challenge grant.

Quarterly Activity:

During the second quarter of 2009, the California High School Seat Belt Challenge, impact, was presented to 12 high schools throughout California with no commitments for programs. Public Information Officers continue to make presentations to high school administrators, encouraging them to challenge local schools to improve seat belt use among their student body.

RPS identified 13 counties as having a high number of teenagers who were injured or killed in collisions when safety belts were not used. During this reporting period, the Office of Traffic Safety (OTS) approved the "No Belt, No Brains" media awareness grant which moved \$750,000 from the impact grant to a new grant which continued the encouragement of seat belt use among the target audience (ages 15-20 years). The campaign will conduct a statewide outreach program with two facets. Seat belt awareness public service announcements (PSAs) will air on at least 1,200 movie screens in theaters throughout the state through September 2009. This PSA will air before PG, PG-13 and R rated movies, impacting an estimated minimum of 50,000 theater patrons.

In addition, printed educational material from the California High School Seat Belt Challenge program will be distributed to state and local agencies as well as businesses within the targeted regions.



Activity 1.1.11: Administer the Department's Street Racing Training and Enforcement grant.

Quarterly Activity:

The Street Racing Grant funded by OTS remained on schedule and activity ended June 30, 2009. As of June 30, 2009, there have been 1,724 law enforcement personnel trained between CHP personnel and 34 different allied agencies. As of June 30, 2009, the CHP has conducted 414 task force operations, resulting in 15,268 citations, 975 vehicles impounded, 366 other in-custody arrests, and 318 DUI arrests.

Activity 1.1.12: Mail letters to drivers who violate California's child passenger safety laws.

Quarterly Activity:

No Spotter reports were received during this reporting period.

Activity 1.1.13: Establish ten highway safety corridors (Interstates [I], State Routes [SR]) to help reduce fatalities along those roadway segments with two corridors focusing on pedestrian safety. Monitor the usage of enhanced enforcement on the ten selected road segments, initiate and manage overtime contracts for joint enforcement involving the California Highway Patrol (CHP) and allied agencies, and assist in the development of artwork and the procurement of materials for public education and awareness campaigns focusing on identified primary collision factors.

Quarterly Activity:

Special Projects Section (SPS) established 18 highway safety corridors to help reduce fatalities along those roadway segments. Ten corridors focused on DUI, two corridors focused on pedestrian safety, and six corridors focused on speed as a primary collision factor (PCF).

DUI Corridor #1 — The identified DUI corridor(s) are I-5 and I-805 located in San Diego County. The duration of this project is April 1, 2007, through September 30, 2009.¹ The CHP San Diego Area deployed over 4,000 officer overtime hours on both corridor segments during this reporting period. Provisional statistics reported by the CHP San Diego Area indicate four fatalities and 94 injured victims attributed to DUI on the corridor, which is a 79 percent decrease for both goals when compared to the 2005 base year.

DUI Corridor #2 — The identified corridor is SR-1 located in Monterey County. The duration of this project is August 1, 2007, through September 30, 2009. The CHP Monterey Area deployed over 2,436 officer overtime hours on the corridor segments during this reporting period. Provisional statistics reported by the CHP Monterey Area indicate one fatality and 15 injured victims attributed to DUI on the corridor, which is an 88 percent increase for both goals when compared to the 2006 base year.

¹ Information provided from previous quarters is shown in this quarterly report for progression and consistency within the Corridor Project(s).



DUI Corridor #3 — The identified corridor is SR-184 located in Kern County. The duration of this project is December 1, 2007, through September 30, 2009. The CHP Bakersfield Area deployed over 2,620 officer overtime hours on the corridor segment during this reporting period. Provisional statistics reported by the CHP Bakersfield Area indicate zero fatal and 26 injured victims attributed to DUI on the corridor, which is a 30 percent increase in the injured victim goal when compared to the 2006 base year.

DUI Corridor #4 — The identified corridor consists of a roadway segment in San Diego County: SR-67 from mile post marker (MPM) 0.00 to 24.37, within the CHP El Cajon Area. The El Cajon corridor has experienced a high occurrence of DUI-involved fatality and injury collisions in recent years. The corridor's Program Preparation Phase began on October 1, 2008, and ended on March 31, 2009. Enforcement began on April 1, 2009, and continues through March 31, 2010.

DUI Corridor #5 — The identified corridor consists of a roadway segment in Los Angeles County: United States (US)-101 from MPM 10.34 to 38.19, within the CHP West Valley Area. The West Valley Area corridor has experienced a high occurrence of DUI-involved fatality and injury collisions in recent years. Enforcement began on June 1, 2009, and continues through March 31, 2010.

DUI Corridor #6 — The identified corridor consists of a roadway segment within the CHP Oceanside Area: SR-76, from MPM 9.49 to 47.79, within the CHP Oceanside Area. The corridor's Program Preparation Phase began on May 1, 2009, through July 31, 2009. Enforcement will begin on August 1, 2009, and continues through July 31, 2010.

College DUI Corridor #7 — The identified corridors consisted of US-101 and SR-217 in Santa Barbara County. Both of these roadways are located near the University of California, Santa Barbara (UCSB) campus. The Program Operations Phase of the project ended on May 31, 2008. During the Program Operations Phase, the selected corridors experienced a 20 percent decrease in DUI driver victims, maintenance of DUI fatal passenger victims, and a 10 percent decrease in DUI injured passenger victims, when compared to the 2005 base year. The final report was completed in June 2009.

College DUI Corridor #8 — The identified corridors consisted of US-101, SR-255, and SR-299 in Humboldt County. All three roadways are located near the California State University (CSU)-Humboldt campus. The Program Operations Phase of the project ended on October 31, 2008. During the Program Operations Phase, the corridor experienced a 200 percent increase of DUI injured passenger victims; however, no increase in the number of DUI fatal passenger victims or DUI driver victims when compared to the 2006 base year. The final report was submitted for approval in June 2009.

College DUI Corridor #9 — The identified corridors consist of I-10 from MPM 19.66 to 28.66 and I-710 from MPM 21.94 to 27.44, within the CHP East Los Angeles Area. Both roadway segments surround the California State University Los Angeles (CSULA) campus. Enforcement began on April 1, 2009, and will continue through May 31, 2010.

College DUI Corridor #10 — The identified corridor consists of I-5 from MPM 0.00 to 30.64; I-805 from MPM 0.149 to 28.874; and I-8 from MPM 0.466 to 9.404, within the CHP San Diego Area. All three roadways are located near the University of

California, San Diego (UCSD). The corridor's Program Operations Phase began June 1, 2009, and will continue through July 31, 2010.

Pedestrian Corridor #11 — The identified corridor is SR-28 located in Placer County, within the CHP Truckee Area. The corridor is comprised of a 9.25-mile segment of SR-28 between Tahoe City and Kings Beach and indicates a high occurrence of pedestrian-involved fatal and injury collisions in recent years. Enforcement began on April 1, 2008 and ended March 31, 2009. During the Program Operations Phase, the CHP Truckee Area deployed over 1,249 officer overtime hours on the corridor. Statewide Integrated Traffic Records System (SWITRS) data for the period April 1, 2008 through September 30, 2008, and provisional statistics compiled by the CHP Truckee Area from October 1, 2008 through March 31, 2009, indicate zero pedestrian-involved fatal victims on the corridor. This is a 100 percent decrease when compared to the number of fatal victims for the same months during the January 1, 2006 through December 31, 2006 base period. The data also indicated four pedestrian-involved injured victims on the corridor. This is a 20 percent decrease when compared to the number of injured victims for the same months during the base period. The CHP is currently working on the final report.

Pedestrian Corridor #12 — The identified corridor is comprised of 17 miles of county roadway along Florin Road and Stockton Boulevard in Sacramento County, within the CHP South Sacramento Area. The Florin Road segment is bordered by Florin-Perkins Road to the east and by Franklin Boulevard to the west. The Stockton Boulevard segment is bordered by 14th Avenue to the north and by Elsie Road to the south. These county roadways have a high occurrence of pedestrian-involved fatal and injury collisions. Enforcement began on August 1, 2008, and will continue through July 31, 2009. During this reporting period, CHP South Sacramento Area deployed 1,046 officer overtime hours on the corridor segments. Provisional statistics compiled by the CHP South Sacramento Area from October 1, 2008 through March 31, 2009, indicates two pedestrian-involved fatal victims and six pedestrian-involved injured victims on the corridor.

Speed Corridor #13 — This corridor completed its Program Operations Phase March 31, 2009, however, the media campaign was extended through June 30, 2009 because of the initial suspension of the Department's media contract and subsequent delay. The identified corridor was comprised of roadway segments on SR-12 located in CHP Solano, South Sacramento, and Stockton Areas. The corridor roadway segments were in three counties: in Solano County from MPM 1.81 to 26.40; in Sacramento County from MPM 0.00 to 6.2; and in San Joaquin County from MPM 0.00 to 10.16. The CHP Solano, South Sacramento, and Stockton Areas deployed over 5,210 officer overtime hours on the corridor segments during the Program Operations Phase. SWITRS data for the period of April 1, 2008 through September 30, 2008, and provisional statistics compiled by the CHP Solano, Stockton, and South Sacramento Areas from October 1, 2008 through March 31, 2009, indicated three fatal and 91 injured victims attributed to speed on the corridor. This is a 75 percent decrease in fatal victims, and a 55 percent decrease in the injured victim goal when compared to the 2006 base year. The Department will be compiling a final report for this corridor during the next reporting period.



Speed Corridor #14 — This corridor completed its Program Operations Phase May 31, 2009. However, the CHP Sonora Area experienced an increase in fatalities and injured victims due to speed collisions despite dedicated enhanced enforcement and public awareness efforts on this corridor. Although Sonora citizens have expressed they can't travel any distance in Sonora without seeing a "black and white," Sonora still experienced an increase in speed-related collisions. In an effort to save lives and provide further enhanced enforcement service, the Area submitted a request to extend its enhanced enforcement efforts. In the January through March 2009 quarter, OTS approved CHP Sonora Area's request to extend the enhanced enforcement through August 31, 2009.

The identified corridor was comprised of three roadway segments in Tuolumne County: SR-120 from MPM 0.00 to 12.08, SR-108 from MPM 0.00 to 2.81 and 0.00 to 36.00, and SR-49 from MPM 12.28 to 16.48, within the CHP Sonora Area. The CHP Sonora Area deployed over 1,924 officer overtime hours on the corridor segments during its Program Operations Phase. SWITRS data for the period of June 1, 2008 through September 30, 2008, and provisional statistics compiled by the CHP Sonora Area from October 1, 2008 through May 31, 2009, indicated seven fatal and 141 injured victims attributed to speed on the corridor. This is a 75 percent decrease in fatal victims, and a 55 percent decrease in the injured victim goal when compared to the 2006 base year.

Speed Corridor #15 — The identified corridor consists of a roadway segment in Kern County: SR-119 from MPM 1.07 to 19.8, within the CHP Buttonwillow Area. The Buttonwillow corridor experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on April 1, 2009, and will continue through March 31, 2010. The CHP Buttonwillow Area deployed over 195 officer overtime hours on the corridor segments during this reporting quarter. Provisional statistics compiled by the CHP Buttonwillow Area from April 1, 2009 through June 30, 2009, indicated zero fatal and three injured victims attributed to speed on the corridor. This is a 100 percent decrease in fatal victims, and an 80 percent decrease in the injured victim goal when compared to the 2007 base year.

Speed Corridor #16 — The identified corridor consists of a roadway segment in San Bernardino County: I-15 from MPM 0.0 to 12.83, within the CHP Rancho Cucamonga Area. The Rancho Cucamonga corridor experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on June 1, 2009, and will continue through May 31, 2010. The task force (TF) met for its first time on June 10, 2009. The TF was very enthusiastic and provided several ideas and suggestions to assist in lowering the incidence of fatal and injured victims on the corridor. The CHP Rancho Cucamonga Area will provide officer overtime hours and provisional statistics in the next reporting quarter.

Speed Corridor #17 — The identified corridor consists of a roadway segment in Nevada County: SR-49 from MPM 0.00 to 13.06, within the CHP Grass Valley Area. The Grass Valley corridor experienced a high occurrence of speed fatality and injury collisions in recent years. The corridor's Program Preparation Phase began on May 1, 2009, and will continue through July 31, 2009. Enforcement will begin on August 1, 2009, and will continue through July 31, 2010. During this reporting quarter, the Corridor Safety Program Unit met with the CHP Grass Valley Area grant personnel to provide the operational plan and review goals, objectives, activities, and the corridor's budget.

Comprehensive Approach to Reducing Speed (CARS) — The Program Operations Phase of CARS was initiated on January 1, 2009, incorporating a three-element enforcement approach to reducing speed-related traffic collisions on state highways and county roads, and reducing speed-related motorcycle collisions. These enhanced enforcement efforts utilize grant funding from OTS to reduce fatalities and injuries resulting from speeding. Thus far, over 4,800 citations have been written in support of the CARS grant including over 3,000 for speed. CARS will continue its Operations Phase until September 30, 2009.

Activity 1.1.14: In response to officer safety concerns, explore the roadway characteristics of injury collisions where the uniformed CHP employee was parked or standing near the traveled roadway.

Quarterly Activity:

Officer Safety (Roadway Characteristics) — SPS continued to distribute copies of the "Saving Lives, One Stop At A Time" video to CHP offices and to allied agencies. The video was produced in collaboration with the IACP. Staff also attended the kick-off meeting for a group who will be looking at city street and county road departure collisions (and head-on collisions) as part of the Strategic Highway Safety Plan, Challenge Area 2.

Activity 1.1.15: Utilize National Highway Transportation Safety Administration (NHTSA) and OTS (Section 2010) funds to promote the Department's California Motorcyclist Safety Program (CMSP) and will ensure the CMSP is operated in an efficient and safe manner by the contractor. SPS will also coordinate, administer, and promote a biennial Motorcycle Safety Summit, with support from OTS, to help address the rising trend in motorcycle fatalities. SPS will conduct at least quarterly meetings with the departmental media consultant for campaign development, implementation, and evaluation. SPS will conduct meetings for summit coordination including: site selection, agenda development, panel speakers, attendee lists, and other logistical issues and continue with ongoing meetings with the CMSP contractor.

Quarterly Activity:

During the quarter, the Department's media relations contractor, tmdgroup, Inc., developed a media plan to ensure the two recently produced motorcycle safety PSAs reached audiences in the five California counties experiencing the highest numbers of motorcyclist fatalities and injuries. As such, the plan was focused in the Los Angeles, San Diego, Bay Area, and Sacramento-Stockton-Modesto area markets. To kick off the PSAs, promote the CMSP, and commemorate May as Motorcycle Safety Awareness Month, four press conferences were held in Los Angeles, San Diego (Miramar Naval Air Station), Sacramento, and the Bay Area during the quarter. Coverage of these press conferences was extensive and garnered favorable public response. The PSAs also elicited a positive public response.

On May 4, 2009, the Snell Memorial Foundation (SNF) held a press conference which featured a "pilot" motorcycle helmet exchange. SNF offered a complimentary legal helmet to anyone desiring to turn in a "bogus, non-legal" helmet. SNF also participated in a subsequent successful helmet exchange at the Sacramento Raceway in June 2009.



Also during the quarter, further distribution of the educational "Share the Road" posters and postcards and folding State of California map containing motorcycle safety messages occurred at various venues and events including Sacramento Raceway and Infineon Motor Speedway where approximately 100,000-150,000 people were reached.

Goal 1.2 - *Maximize service to the public and assistance to allied agencies*

Activity 1.2.1: Continue oversight of the statewide grants that target DUI, underage drinking, child safety seat violations, as well as, educational efforts in the proper use of occupant restraints in several multi-cultural communities. We partner with many allied agencies and private sectors in our outreach efforts.

Quarterly Activity:

Continue oversight of the statewide grants that target DUI, underage drinking, and child safety seat violations, as well as, educational efforts in the proper use of occupant restraints in several multi-cultural communities. We partner with many allied agencies and private sectors in our outreach efforts.

RPS staff continues oversight of several statewide grants which target DUI, underage drinking, seat belt use, and child passenger safety restraints.

Activity 1.2.2: Continue to maintain the Redi-Ref to provide a brief synopsis of the California Vehicle Code and other codes related to traffic law enforcement. This publication is used by CHP commands and distributed free of charge to local law enforcement agencies.

Quarterly Activity:

During this quarter, the Redi-Ref was printed and distributed to both the CHP and to allied agencies.

Activity 1.2.3: Continue managing the Department's Pursuit Reporting System (PRS). PRS is an Intranet-based database of pursuit data collected from Areas and Division offices, as well as, all law enforcement agencies. Provide statistical data as requested

Quarterly Activity:

Staff constantly contacts Divisions in order to ensure reports are submitted and reviewed in a timely manner. Additionally, staff continues to work with the Data Analysis Unit with allied agency report entry. First line supervisor training has been conducted when requested.



Activity 1.2.4: Focus on adherence to established due dates for projects. This includes conducting weekly reviews of individual project due dates along with a weekly review of section due dates and reconciliation with the Planning and Analysis Division (PAD) project log.

Quarterly Activity:

During the quarter, weekly meetings with PAD included a review of the project log and projects due during the week. Project due dates were then communicated with section staffs to ensure timely completion. Section supervisors also reviewed ongoing due dates with section staffs to ensure projects were on track to avoid any unnecessary delays.

Activity 1.2.5: A major element of the corridor projects mentioned in Goal 1.1 is the participation of allied agencies, local governments, safety advocacy groups, and citizens in the development and implementation of solutions to improve traffic safety. Staff will enlist allied agency participation via contractual agreements to provide enhanced enforcement on ten selected roadway segments for grant-funded enhanced enforcement, convene task forces that include allied agencies and community stakeholders, and collaborate with Department of Transportation (Caltrans) or public works departments to identify possible short and long term solutions to identified traffic issues on the ten selected road segments.

Quarterly Activity:

DUI Corridor #1 — The CHP has six active contractual agreements for allied agencies participating in this two-year project: Alcoholic Beverage Control (ABC)-San Diego County; Chula Vista Police Department (PD); National City PD; San Diego PD; San Diego County Sheriff's Department (SD); and the San Diego County Probation Department. All agencies provide education and enhanced enforcement on the I-805 and I-5 corridor segments in San Diego County. The project was extended to September 30, 2009.

DUI Corridor #2 — The CHP has an active contractual agreement for ABC-Monterey County to provide education and enhanced enforcement on the SR-1 corridor in Monterey County. The project was extended to September 30, 2009.

DUI Corridor #3 — Two contractual service agreements are in place with ABC-Kern County and the Kern County Probation Department representatives. Both agencies are providing enhanced enforcement and education on the SR-184 corridor in Kern County. The project was extended to September 30, 2009.

DUI Corridor #4 — Two contractual service agreements are in place with San Diego County SD and San Diego County Probation Department for enhanced enforcement and education on the SR-67 corridor in San Diego County.

DUI Corridor #5 — One contractual service agreement is in place (Los Angeles County SD) and CHP is awaiting the signed contractual documents from the City of Los Angeles (LAPD). Both agencies will provide collaborative enforcement and education on the US-101 corridor in Los Angeles County.

DUI Corridor #6 — Two contractual service agreements are pending processing for San Diego County SD and Oceanside PD. Both agencies will provide collaborative enforcement and education on the SR-76 corridor in San Diego County.

College DUI Corridor #9 — Contract requests were submitted for CSULA Student Health and CSULA PD for peer education and enhanced enforcement on the I-710 and I-10 corridor segments in Los Angeles County. The CSULA contract was effective April 1, 2009. The contract with CSULA is currently pending final approval at CSULA.

College DUI Corridor #10 — The enhanced enforcement contract with UCSD PD was completed June 1, 2009. The enforcement contract with San Diego PD is still in the review process with the City of San Diego. The peer education contract with UCSD Student Affairs is still being reviewed; however, an expedite request was submitted requesting the contract be effective July 1, 2009.

Pedestrian Corridor #11 — During the enforcement period of this grant, the CHP Truckee Area had an allied agency contractual agreement with the Placer County SD for enhanced enforcement on the SR-28 corridor in Placer County.

Speed Corridor #14 — The CHP Sonora Area is within CHP jurisdiction and does not require allied agency support. This corridor's Program Operations Phase began June 1, 2008 and will end August 31, 2009.

Speed Corridor #15 — The CHP Buttonwillow Area is within CHP jurisdiction and does not require allied agency support.

Speed Corridor #16 — The CHP Rancho Cucamonga Area is within CHP jurisdiction and does not require allied agency support.

Speed Corridor #17 — The CHP Grass Valley Area will initiate a contractual agreement with Grass Valley PD for enhanced enforcement on the SR-49 corridor in Nevada County from August 1, 2009 through July 31, 2010.

Activity 1.2.6: Continue to meet with Caltrans and other stakeholders on the high-occupancy toll (HOT) lane and high-occupancy vehicle (HOV) design elements and enforcement strategies.

Quarterly Activity:

Departmental staff met with Golden Gate Division, Caltrans, and other stakeholders, including Caltrans' contracted vendors, during the quarter to discuss HOT and HOV topics. The meetings focused on the rapid development of the I-680 and I-580 HOT lanes. Topics included enforcement area configurations, enforcement technologies, and staffing and safety concerns. Management Memorandum #09-013, HOT Lane Policy Revision, has been approved and is now available on the departmental intranet website.

SPS staff analyzed and recommended revisions to proposed legislation which will establish an 800-mile HOV/HOT network within the Bay Area. Staff met with Caltrans, Department of Motor Vehicles, and Air Resources Board regarding enforcement implications of federal law (which sunsets on September 30, 2009)

currently authorizing vehicles with "Clean Air" decals to use HOV lanes. Staff also continued to support Southern and Border Divisions in their project development and automated enforcement activities related to HOV/HOT lanes.

Activity 1.2.7: Continue to increase allied agency participation in the California Law Enforcement Challenge (CLEC). Continue to promote the CLEC through presentations at the annual Traffic Safety Summit and the various Division Commanders Conferences.

Quarterly Activity:

During the quarter, the Commissioners' Support Unit (CSU) completed the following: coordinated the judging for a total of 117 CLEC submissions (an increase of 93 submissions from 2008); created all-inclusive lists of winners and participants to improve recruitment and retention efforts; and forwarded all allied agency CLEC submissions for judging in the National Law Enforcement Challenge. The CSU received notification that the CLEC conference was cancelled, however the CSU is working with OTS to ensure award recipients receive recognition in a fiscally responsible manner.

The CSU staff continues to promote the program utilizing CLEC "How-To" seminars (which are open to all CHP and allied agency personnel). The CSU staff is also working with OTS to clarify interim basic operating needs for the program because of the current fiscal crisis in California. The CSU continued to work with CHP Executive Management to release 2008 competition results and notification to winners.

Goal 1.3 - Improve Departmental efficiency.

Activity 1.3.1: Conduct two command self-inspections during 2009.

Quarterly Activity:

Staff conducted a Chapter 12, Occupational Safety Inspection in April 2009. No deficiencies were noted. A Chapter 11, Forms and Reports Inspection, is scheduled to be completed by September 2009.

Activity 1.3.2: PAD will participate in the CIP as required by departmental policy and will ensure internal accountability and collaboration with internal and external auditors.

Quarterly Activity:

No activity reported this quarter.

Activity 1.3.3: In preparation for the move to the new consolidated headquarters facility, staff have completed an employee commute survey in order to assist in congestion relief. Staff will be involved in establishing and promoting commute programs and rideshare opportunities for headquarters employees. The consolidated headquarters facility will increase the Department's ability to save money, increase our energy efficiency, improve departmental efficiency, and provide more enhanced service to the public. Staff will assist in the preparation of material for an employee orientation book which will include rideshare opportunities for headquarters employees.

Quarterly Activity:

SPS staff analyzed the commute survey results and presented the findings to Executive Management on April 15, 2009, including carpool/vanpool, shuttle service, rideshare matching, and transit subsidy recommendations. Executive Management requested further information on several options before any final determinations are made.

Four commute options were approved: (1) implement the Travel Expense Claim and CalATERS process as the primary method for the transit subsidy program, (2) utilize the Department-specific ride matching database offered by the Sacramento Transportation Management Authority, which should be in place before the consolidation is complete, (3) offer preferred parking spaces at the new headquarters campus for carpools and vanpools, and (4) encourage private carpools and vanpools rather than using state vehicles (these will be considered on a case-by-case basis).

Goal 1.4 - Manage traffic and emergency incidents.

Activity 1.4.1: Administer the Department's plan to install 1,600 stand-alone digital mobile video audio recording systems in 1,600 patrol vehicles over two fiscal years.

Quarterly Activity:

WatchGuard Video received the purchasing contract and has delivered five units for testing. Testing is being conducted at Fleet Operations Section (FOS) and includes elements related to safety and patrol vehicle systems interference, as well as for power and electrical needs. Despite a few technical issues, WatchGuard was able to provide a product that met specifications. FOS has completed a training plan and curriculum for statewide installations. RPS is writing a training plan and curriculum for the user which will include a focus on policy and procedure. RPS and FOS have scheduled the first installation at Williams Area for August 3, 2009, and the second installation at Oakland Area the week of August 17th.

Activity 1.4.2: Develop an external feasibility study report (FSR) for the acquisition and deployment of an information technology based mobile video/audio recording system.

Quarterly Activity:

Staff continues to develop an external FSR for the acquisition and deployment of an information technology based mobile video/audio recording system. The RPS portion of the FSR has been completed and is in the review process, and awaiting input from Information Management Division.

Activity 1.4.3: PAD, with their Traffic Management Center (TMC) partner, Caltrans, will present incident command system (ICS) training for a better understanding of roles and responsibilities. SPS will continue to stress the same roles and responsibilities within ICS at Caltrans' Freeway Operations (Fwy Ops) Academies. Incident Response and Clearance (IRC) Committee quarterly meetings will continue with the focus of developing recommendations to the executive managements of both the CHP and Caltrans.

Quarterly Activity:

TMC Academy trainings occurred on April 20-23, 2009, and June 1-4, 2009. CHP TMC staff and Caltrans TMC staff worked well together to better understand each others' roll in the TMC. The classes were interactive with hands-on group projects and simulator training. Feedback was received from the students, and SPS and Caltrans continued to make adjustments and improvements to the program.

New simulator scenarios, one being a work-zone incident, are currently being developed by another partner, Cal Poly San Luis Obispo, to enhance the TMC experience. There have been discussions of turning the existing District 8, San Bernardino, into the Caltrans Statewide TMC Simulator Training Center. The new co-located TMC is expected to open sometime in January 2010, and the first classes of this program would take place in 2011.

The Traffic Operations Academy scheduled for late August has been rescheduled to October, pending budget approval. CHP has a 45-minute presentation on Incident Management/joint responsibilities of the CHP and Caltrans.

Goal 1.5 - Protect Public and State Assets.

Activity 1.5.1: Encourage all uniformed personnel to work road patrol during all departmental Maximum Enforcement Periods (MEP).

Quarterly Activity:

Staff worked several road patrol shifts during this reporting period. Approximately 27 citations were issued, several services were performed, and 11 verbal warnings issued.

Activity 1.5.2: Participate in and continue to oversee the Headquarters Security Patrol program, which schedules a uniformed employee to provide security patrol prior to, and after, regular business hours.

Quarterly Activity:

During this reporting period, RPS staff worked 29 days for the Headquarters Security Patrol program.

Activity 1.5.3: As the Office of Primary Interest for 1-800-TELLCHP, review policy and procedures for GO 100.71, to develop further practical uses. 1-800-TELLCHP, is the publicized number for reporting stolen vehicles.

Quarterly Activity:

During the second quarter, staff learned additional information regarding the workload at Sacramento Communication Center (SCC), and the demands on SCC personnel. Almost 26,000 calls were received via 1-800-TELLCHP, however tracking systems are not in place to distinguish the volume of calls related to vehicle theft activity. Staff from SCC remain concerned about the call volume, and during the next quarter, SPS staff will draft recommendations for changes to GO 100.71 policies and procedures.

Goal 2.1 – Learning and Growth

Activity 2.1.1: When the Executive Traffic Management Course and joint leadership training program are developed and implemented, staff will ensure the appropriate staff are scheduled for training.

Quarterly Activity:

This course has not yet been developed.

Goal 3.1 - Customer Service

Activity 3.1.1: As new employees arrive in PAD they will be trained in the Internet-SWITRS program.

Quarterly Activity:

Four employees received informal Oracle training from Information Management Division staff to access SWITRS information in order to provide the pertinent statistics for their respective programs.

Goal 3.3 - Commanders shall attend local county board of supervisors meetings and meet with board members on a quarterly basis.

Activity 3.3.1: Staff will conduct corridor task force meetings statewide and report quarterly on corridor information.

Quarterly Activity:

DUI Corridor #1 — The DUI Corridor identified TF members and has convened for six meetings. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor.

DUI Corridor #2 — The DUI Corridor identified TF members and has convened for four meetings. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor.

DUI Corridor #3 — The DUI Corridor identified TF members and has convened for four meetings. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor.

DUI Corridor #4 — The Corridor Safety Program Unit (CSPU) and the CHP El Cajon Area staff met for a strategic planning meeting to confirm allied agency participation, the operational plan, and goals and objectives for the corridor. The El Cajon Area commander appeared before the San Diego County Board of Supervisors to obtain a county resolution of support.

DUI Corridor #5 — The DUI Corridor identified TF members and is planning to convene for its first meeting in late July or August of 2009. Although CHP enforcement began on June 1, 2009, the untimely death of Michael Jackson resulted in the CHP West Valley Area's participation in traffic control duties and funeral escorts on the US-101 corridor. Once the TF convenes, DUI fatal and injury victim goals will be established and attendees will identify four factors negatively impacting traffic safety and potential solutions for each factor.

DUI Corridor #6 — A county resolution of support is pending with the San Diego County Board of Supervisors. The DUI Corridor identified TF members and is planning to convene for its first meeting in August of 2009. Once the TF convenes, DUI fatal and injury victim goals will be established and attendees will identify four factors negatively impacting traffic safety and potential solutions for each factor.

College DUI Corridor #7 — The final TF meeting was held on June 4, 2008, and the final report was completed in June 2009.

College DUI Corridor #8 — The final TF was held via conference call on October 30, 2008, and the final report was completed in June 2009.

Pedestrian Corridor #12 — The TF met four times during its grant Program Operations Phase where ideas were discussed and implemented to achieve maximum enforcement efforts to reduce pedestrian involved collisions. A final meeting is scheduled for August 13, 2009.

Speed Corridor #13 — The TF was motivated throughout the project, and met once during the Program Preparation Phase. The TF met four times during its Program Operations Phase. The TF discussed progress and accomplishment of goals and objectives at each meeting. At its final meeting, goals and achievements were summarized, and future endeavors in support of the SR-12 corridor were discussed. This corridor began its Program Operations Phase April 1, 2008, and ended March 31, 2009. The Department will be compiling a final report for this corridor during the next reporting period.

Speed Corridor #14 — The TF met four times during its Program Operations Phase. The TF discussed progress and accomplishment of goals and objectives at each meeting. At its final meeting, goals and achievements were summarized, and future endeavors in support of the Sonora corridor were discussed. This corridor began its Program Operations Phase June 1, 2008, and ended May 31, 2009. The Department will be compiling a final report for this corridor.

Speed Corridor #15 — The TF has met once during this reporting period. The TF discussed progress and accomplishment of goals and objectives.

Speed Corridor #16 — The TF has met once during this reporting period. The TF discussed progress and accomplishment of goals and objectives.

Speed Corridor #17 — The CSPU staff and the CHP Grass Valley staff met for the corridor's strategic planning meeting on June 3, 2009, to discuss the operational plan, and goals and objectives for the corridor. The first TF meeting is scheduled for August 27, 2009.

Goal 4.1 – *Financial Management*

Activity 4.1.1: As new employees arrive in PAD, they will be trained on the on-line Requisition Delivery System (ReDS).

Quarterly Activity:

No new employees received training this quarter.

Goal 4.2 – *Financial management*

Activity 4.2.1: PAD uniformed employees will utilize the automated daily activity form in order for management to monitor overtime expenditures.

Quarterly Activities:

All PAD uniformed employees utilize the automated daily activity form for management to monitor overtime expenditures.

Goal 4.3 – *Financial management*

Activity 5.2.1: PAD will ensure offices are safer and more energy efficient by utilizing the "Flex your Power" concept (e.g., turning off computer equipment, radios, fans, and lights) when not in use and at the close of business.

Quarterly Activities:

PAD employees utilize the "Flex your Power" concept on a daily basis by turning off lights when not in use, setting their computer monitors in safe mode when away from their desks, and not utilizing fans or radios.

CHP Strategic Plan 2009

Planning and Analysis Division Quarterly Report

Quarter Reporting: July-September 2009

Goal 1.1 - Prevent the loss of life, injuries, and property damage.

Activity 1.1.1: Maintain oversight of driving under the influence (DUI), underage drinking, and multi-cultural grants to support field activities directed toward drinking and driving.

Quarterly Activity:

Research and Planning Section (RPS) staff continues to provide oversight for several driving under the influence and under age drinking grants and programs.

Activity 1.1.2: Seek grant funding for future projects to target under-age drinking.

Quarterly Activity:

Staff submitted a concept for the 2010/11 grant cycle seeking funds for under age drinking awareness programs.

Activity 1.1.3: Ensure certification, repair, and assignment of lidar/radar units to field commands.

Quarterly Activity:

During this reporting period the following radar activities occurred: International Association of Chiefs of Police (IACP) Radar Recertification Requests were issued to 71 locations containing 260 test authorizations for radar and lidar units with current certifications expiring from October through December 2009. In addition, 116 Area Requests for Service were received and processed, resulting in 139 radar repair orders issued to the field. The out of warranty repair invoices approved during the reporting period totaled \$29,053 and the IACP radar certification invoices approved during the reporting period totaled \$24,400.

Activity 1.1.4: Procure and distribute new lidar units to Divisions for assignment to the field.

Quarterly Activity:

RPS completed the distribution of 58 new binocular-style handheld lidar units to the field during the last reporting period and there are no plans to purchase additional lidar units at this time as staff focuses on the upcoming procurement of vehicle-mounted radar devices.

Activity 1.1.5: Procure and distribute new radar trailers to Divisions.

Quarterly Activity:

During this reporting period, there were no new trailers purchased or distributed to the field, and no new radar trailers are planned for purchase in the immediate future.

Activity 1.1.6: Utilize DUI grant funding to award mini-grants to schools participating in the Every 15 Minutes (E15M) Program.

Quarterly Activity:

This quarter departmental personnel conducted 17 informational presentations (13 E15M programs and 4 other CHP alcohol reduction education programs). In addition, the Department facilitated three Sober Graduation events, and 32 other CHP alcohol reduction educational programs. Over 32,500 students and nearly 700 faculty members participated in the presentations and programs. Due to summer break, the beginning of the school year, and the end of the grant on September 30, 2009, there were no new inquiries regarding E15M programs for this grant and no contract requests processed for mini-grants to facilitate E15M programs. The grant coordinator processed 28 requests for reimbursement for E15M programs.

Activity 1.1.7: Utilize DUI grant funding for DUI sobriety checkpoints, DUI roving patrols, and DUI saturation operations.

Quarterly Activity:

During this reporting period, departmental personnel completed 89 grant-funded sobriety/driver license checkpoints resulting in 49,033 vehicles screened, 207 DUI arrests, and 1,149 citations issued. Additionally, 41 DUI task force operations were completed, resulting in 172 DUI arrests and 999 citations issued. Additional overtime hours were expended for proactive DUI enforcement patrol throughout the state.

Activity 1.1.8: Coordinate the use, repair, and replacement of portable alcohol screening (PAS) devices, as well as, portable evidential breath testing (PEBT) devices in the field.

Quarterly Activity:

During this reporting period, the Department continued to utilize PAS and PEBT devices in the field. RPS continued to monitor the 780 new PAS devices deployed the last calendar year and coordinated 27 warranty-repairs and service as needed. RPS staff also processed 86 repair requests for PAS devices and accessory equipment.

Activity 1.1.9: Continue to provide public education, traffic safety presentations, and informational material for child passenger safety. Hold child safety seat check-ups and fitting stations. Continue training and recertification of Child Passenger Safety (CPS) technicians. Ensure the Department's child passenger safety coordinator continues to monitor the Occupant Safety Awareness grant to ensure the field is effectively utilizing



funds in both education and enforcement. The Department will continue to respond to correspondence from the public to answer questions regarding the Department's operations, and to provide traffic safety education.

Quarterly Activity:

During the quarter, one renewal training course was conducted where ten employees regained their status as certified CPS Technicians and three departmental employees certified/renewed as CPS technicians through allied agency courses. Three CHP Divisions hosted recertification classes which are offered for employees to earn the required continuing education units in order to recertify. A total of 48 CHP technicians recertified through Safe Kids Worldwide during the quarter. One two-hour CPS course was provided to Cadet Training Class II-09. Additionally, RPS hosted a rigorous two-day training session for CPS Instructors and Division Coordinators on valuable updated technical CPS information.

Further, the following activities occurred during the reporting period: 348 traffic safety seminars with 93,017 attendees; 123 traffic safety classes to non-English speakers with 1,105 attendees; 66 check-up events with 635 participants, 130 car seats were issued; local fitting stations conducted 266 inspections, and issued 390 seats.

The CHP and the Office of Traffic Safety prepared a press release in support of National Child Passenger Safety Week (September 12-18). On September 17th, the CHP held a statewide Vehicle Occupant Restraint (VOR) Day, during which a total of 1,097 seat belt and 46 child restraint citations were issued.

RPS completed the California Occupant Restraint Roll Call video for law enforcement. The video was an objective of the Statewide Highway Restraint Enforcement Campaign II grant and is currently in the review process.

Lastly, the Department's CPS Coordinator participated in a statewide vehicle occupant safety teleconference call hosted by the Department of Public Health.

Activity 1.1.10: Administer the Department's High School Seat Belt Challenge grant.

Quarterly Activity:

The California High School Seat Belt Challenge, **impact** grant concluded on September 30, 2009. Achievement of the grant goals fell short of accomplishment. From a projected goal of 500, just 367 presentations were made to high schools throughout California which netted only 63 **impact** programs from a goal of 200. The grant was not renewed.

The No Belt, No Brains media awareness grant targeted the same audience as the **impact** grant. No Belt, No Brains placed a seat belt message public service announcement (PSA) in 86 movie theaters in 13 California counties which RPS had identified as having a high number of teenagers who were injured or killed in collisions when safety belts were not used. Those 86 theaters translated to 1,233 screens on which the PSA ran from July 10 through September 30, 2009. Additionally, the PSA was aired on local cable channels in the target regions and



posted on YouTube.com. The printed educational material from the **impact** program was to have been distributed to state and local agencies as well as businesses within the targeted regions but businesses were resistant to receive and post the material. Businesses cited the poster and cling *broken windshield with red splotches* graphic as being too explicit.

Activity 1.1.11: Administer the Department's Street Racing Training and Enforcement grant.

Quarterly Activity:

The Street Racing Grant funded by the Office of Traffic Safety (OTS) activity portion ended on June 30, 2009. The final report has been prepared and is currently at Grant Management Unit (GMU) for review. During the grant the number of fatal victims associated with illegal street racing declined by 54.5 percent. Additionally, the number of injured victims associated with illegal street racing declined by 55 percent. The Department conducted 419 task force operations resulting in 15,398 issued citations, 687 arrests, 975 vehicles towed/impounded, 54 recovered stolen vehicles/components, and responded to 183 street races or sideshows.

Activity 1.1.12: Mail letters to drivers who violate California's child passenger safety laws.

Quarterly Activity:

Five Spotter reports were received during this reporting period.

Activity 1.1.13: Establish ten highway safety corridors (Interstates [I], State Routes [SR]) to help reduce fatalities along those roadway segments with two corridors focusing on pedestrian safety. Monitor the usage of enhanced enforcement on the ten selected road segments, initiate and manage overtime contracts for joint enforcement involving the California Highway Patrol (CHP) and allied agencies, and assist in the development of artwork and the procurement of materials for public education and awareness campaigns focusing on identified primary collision factors.

Quarterly Activity:

DUI Corridor #1 — The identified DUI corridor(s) are Interstate (I)-5 and I-805 located in San Diego County. The project started on April 1, 2007, and concluded on September 30, 2009.¹ The CHP San Diego Area deployed over 4,000 officer overtime hours on both corridor segments during the reporting period. Provisional statistics reported by the CHP San Diego Area indicate four fatalities and 94 injured victims attributed to DUI on the corridor, which is a 79 percent decrease for both goals when compared to the 2005 base year.

DUI Corridor #2 — The identified corridor is State Route (SR)-1 located in Monterey County. The project started on August 1, 2007, and concluded on September 30, 2009. The CHP Monterey Area deployed over 2,436 officer overtime hours on the corridor segments during the reporting period. Provisional statistics reported by the CHP Monterey Area indicate one fatality and 15 injured victims

¹ Information provided from previous quarters is shown in this quarterly report for progression and consistency within the Corridor Project(s).



attributed to DUI on the corridor, which is an 88 percent increase for both goals when compared to the 2006 base year.

DUI Corridor #3 — The identified corridor is SR-184 located in Kern County. The project started on December 1, 2007, and concluded on September 30, 2009. The CHP Bakersfield Area deployed over 2,620 officer overtime hours on the corridor segment during the reporting period. Provisional statistics reported by the CHP Bakersfield Area indicate zero fatal and 26 injured victims attributed to DUI on the corridor, which is a 30 percent increase in the injured victim goal when compared to the 2006 base year.

DUI Corridor #4 — The identified corridor consists of a roadway segment in San Diego County: SR-67 from mile post marker (MPM) 0.00 to 24.37, within the CHP El Cajon Area. The El Cajon corridor has experienced a high occurrence of DUI-involved fatality and injury collisions in recent years. The corridor's Program Preparation Phase began on October 1, 2008, and ended on March 31, 2009. Enforcement began on April 1, 2009, and continues through March 31, 2010.

DUI Corridor #5 — The identified corridor consists of a roadway segment in Los Angeles County: United States (US)-101 from MPM 10.34 to 38.19, within the CHP West Valley Area. The West Valley Area corridor has experienced a high occurrence of DUI-involved fatality and injury collisions in recent years. Enforcement began on June 1, 2009, and continues through March 31, 2010.

DUI Corridor #6 — The identified corridor consists of a roadway segment within the CHP Oceanside Area: SR-76, from MPM 9.49 to 47.79, within the CHP Oceanside Area. The corridor's Program Preparation Phase began on May 1, 2009 and ended July 31, 2009. Enforcement began on August 1, 2009, and continues through July 31, 2010.

College DUI Corridor #7 — The identified corridors consisted of US-101 and SR-217 in Santa Barbara County. Both of these roadways are located near the University of California, Santa Barbara (UCSB) campus. The Program Operations Phase of the project ended on May 31, 2008. During the Program Operations Phase, the selected corridors experienced a 20 percent decrease in DUI driver victims, and a 10 percent decrease in DUI injured passenger victims, when compared to the 2005 base year. The level of DUI fatal passenger victims remained the same. The final report was completed in June 2009.

College DUI Corridor #8 — The identified corridors consisted of US-101, SR-255, and SR-299 in Humboldt County. All three roadways are located near the California State University (CSU)-Humboldt campus. The Program Operations Phase of the project ended on October 31, 2008. During the Program Operations Phase, the corridor experienced a 200 percent increase of DUI injured passenger victims; however, no increase in the number of DUI fatal passenger victims or DUI driver victims when compared to the 2006 base year. The final report was submitted for approval in June 2009.

College DUI Corridor #9 — The identified corridors consist of I-10 from MPM 19.66 to 28.66 and I-710 from MPM 21.94 to 27.44, within the CHP East Los Angeles Area. Both roadway segments surround the California State University Los Angeles (CSULA) campus. Enforcement began on April 1, 2009, and will continue through May 31, 2010.

College DUI Corridor #10 — The identified corridor consists of I-5 from MPM 0.00 to 30.64; I-805 from MPM 0.149 to 28.874; and I-8 from MPM 0.466 to 9.404, within the CHP San Diego Area. All three roadways are located near the University of California, San Diego (UCSD). The corridor's Program Operations Phase began June 1, 2009, and will continue through July 31, 2010.

Pedestrian Corridor #11 — The identified corridor is SR-28 located in Placer County, within the CHP Truckee Area. The corridor is comprised of a 9.25-mile segment of SR-28 between Tahoe City and Kings Beach and indicates a high occurrence of pedestrian-involved fatal and injury collisions in recent years. Enforcement began on April 1, 2008, and ended March 31, 2009. During the Program Operations Phase, the CHP Truckee Area deployed over 1,249 officer overtime hours on the corridor. Statewide Integrated Traffic Records System (SWITRS) data for the period of April 1, 2008, through September 30, 2008, and provisional statistics compiled by the CHP Truckee Area from October 1, 2008, through March 31, 2009, indicate zero pedestrian-involved fatal victims on the corridor. This is a 100 percent decrease when compared to the number of fatal victims for the same months during the January 1, 2006, through December 31, 2006, base period. The data also indicated five pedestrian-involved injured victims on the corridor. This is a zero percent change when compared to the number of injured victims for the same months during the base period. The CHP is currently working on the final report.

Pedestrian Corridor #12 — The identified corridor is comprised of 17 miles of county roadway along Florin Road and Stockton Boulevard in Sacramento County, within the CHP South Sacramento Area. The Florin Road segment is bordered by Florin-Perkins Road to the east and by Franklin Boulevard to the west. The Stockton Boulevard segment is bordered by 14th Avenue to the north and by Elsie Road to the south. These county roadways have a high occurrence of pedestrian-involved fatal and injury collisions. Enforcement began on August 1, 2008, and continued through July 31, 2009. During the Program Operations Phase, the CHP South Sacramento Area deployed 1,333 officer overtime hours on the corridor segments. SWITRS data for the period of August 1, 2008, through September 30, 2008, and provisional statistics compiled by the CHP South Sacramento Area from October 1, 2008, through July 31, 2009, indicates three pedestrian-involved fatal victims on the corridor. The data also indicated 34 pedestrian-involved injured victims on the corridor. This is a 26 percent increase when compared to the number of injured victims for the same months during the January 1, 2006, through December 31, 2006, base period.

Speed Corridor #13 — This corridor completed its Program Operations Phase March 31, 2009, however, the media campaign was extended through June 30, 2009, because of the initial suspension of the Department's media contract and subsequent delay. The identified corridor was comprised of roadway segments on SR-12 located in CHP Solano, South Sacramento, and Stockton Areas. The corridor roadway segments were in three counties: in Solano County from MPM 1.81 to 26.40; in Sacramento County from MPM 0.00 to 6.2; and in San Joaquin County from MPM 0.00 to 10.16. The CHP Solano, South Sacramento, and Stockton Areas deployed over 5,210 officer overtime hours on the corridor segments during the SR-12's Program Operations Phase. SWITRS data for the period of April 1, 2008, through December 31, 2008, and provisional statistics compiled by the CHP Solano, Stockton, and South Sacramento Areas from January 1, 2009, through March 31, 2009, indicated six fatal and 127 injured victims attributed to speed on the



corridor. This is a 50 percent decrease in fatal victims, and a 37 percent decrease in the injured victim goal when compared to the 2006 base year. The Department will be compiling a final report for this corridor during the next reporting period.

Speed Corridor #14 — This corridor completed its Program Operations Phase May 31, 2009. However, the CHP Sonora Area experienced an increase in fatal victims due to speed collisions despite dedicated enhanced enforcement and public awareness efforts on this corridor. Although Sonora citizens have expressed they can't travel any distance in Sonora without seeing a "black and white," Sonora still experienced an increase in speed-related collisions. In an effort to save lives and provide further enhanced enforcement service, the Area submitted a request to extend its enhanced enforcement efforts. In the January through March 2009 quarter, OTS approved CHP Sonora Area's request to extend the enhanced enforcement through August 31, 2009.

The identified corridor was comprised of three roadway segments in Tuolumne County: SR-120 from MPM 0.00 to 12.08, SR-108 from MPM 0.00 to 2.81 and MPM 0.00 to 36.00, and SR-49 from MPM 12.28 to 16.48, within the CHP Sonora Area. The CHP Sonora Area deployed over 1,924 officer overtime hours on the corridor segments during its Program Operations Phase. SWITRS data for the period of June 1, 2008, through December 31, 2008, and provisional statistics compiled by the CHP Sonora Area from January 1, 2009, through May 31, 2009, indicated seven fatal and 108 injured victims attributed to speed on the corridor. This is a 17 percent increase in fatal victims, and a 23 percent decrease in the injured victim goal when compared to the 2006 base year.

During the June 1, 2009, through August 31, 2009, extended enhanced enforcement period, there were two fatal victims (one in July 2009, and one in August 2009), and zero injured victims experienced on the Sonora corridor. The Department will be compiling a final report for this corridor during the next reporting period.

Speed Corridor #15 — The identified corridor consists of a roadway segment in Kern County: SR-119 from MPM 1.07 to 19.8, within the CHP Buttonwillow Area. The Buttonwillow corridor experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on April 1, 2009, and will continue through March 31, 2010. The CHP Buttonwillow Area deployed over 131 officer overtime hours on the corridor segments during this reporting quarter, for a total of 326 overtime hours since the corridor began April 1, 2009. Provisional statistics compiled by the CHP Buttonwillow Area from April 1, 2009, through July 31, 2009, indicated zero fatal and three injured victims attributed to speed on the corridor. This is a 100 percent decrease in fatal victims, and an 80 percent decrease in the injured victim goal when compared to the 2007 base year.

Speed Corridor #16 — The identified corridor consists of a roadway segment in San Bernardino County: I-15 from MPM 0.0 to 12.83, within the CHP Rancho Cucamonga Area. The Rancho Cucamonga corridor experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on June 1, 2009, and will continue through May 31, 2010. The CHP Rancho Cucamonga Area deployed over 273 officer overtime hours on the corridor segments during this reporting quarter, for a total of 315 overtime hours since the corridor began June 1, 2009. Provisional statistics compiled by the CHP Rancho Cucamonga Area from June 1, 2009, through July 31, 2009, indicated two fatal and

57 injured victims attributed to speed on the corridor. This is a zero percent decrease in fatal victims, and a 36 percent decrease in the injured victim goal when compared to the 2007 base year.

Speed Corridor #17 — The identified corridor consists of a roadway segment in Nevada County: SR-49 from MPM 0.00 to 13.06, within the CHP Grass Valley Area. The Grass Valley corridor experienced a high occurrence of speed fatality and injury collisions in recent years. Enforcement began on August 1, 2009, and will continue through July 31, 2010. Provisional statistics compiled by the CHP Grass Valley Area from August 1, 2009, through July 31, 2009, indicated zero fatal and one injured victim attributed to speed on the corridor. This is a zero percent decrease in fatal victims, and an 83 percent decrease in the injured victim goal when compared to the 2007 base year.

Activity 1.1.14: In response to officer safety concerns, explore the roadway characteristics of injury collisions where the uniformed CHP employee was parked or standing near the traveled roadway.

Quarterly Activity:

Officer Safety (Roadway Characteristics) — Staff continued to distribute copies of the "Saving Lives, One Stop At A Time" video to allied agencies. Special Projects Section (SPS) staff was interviewed for an article on these videos in an upcoming Zenith issue. Staff continued to interact with the group looking at city street and county road departure collisions as part of the Strategic Highway Safety Plan, Challenge Area 2.

Activity 1.1.15: Utilize National Highway Transportation Safety Administration (NHTSA) and OTS (Section 2010) funds to promote the Department's California Motorcyclist Safety Program (CMSP) and will ensure the CMSP is operated in an efficient and safe manner by the contractor. SPS will also coordinate, administer, and promote a biennial Motorcycle Safety Summit, with support from OTS, to help address the rising trend in motorcycle fatalities. SPS will conduct at least quarterly meetings with the departmental media consultant for campaign development, implementation, and evaluation. SPS will conduct meetings for summit coordination including: site selection, agenda development, panel speakers, attendee lists, and other logistical issues and continue with ongoing meetings with the CMSP contractor.

Quarterly Activity:

During the quarter, CMSP staff and Public Information Officers provided public outreach at several events. The events included: the MotoGP Races at Laguna Seca Raceway reaching 150,000 motorcycle enthusiasts worldwide, a National Hot Rod Association event at Infineon Raceway reaching over 80,000 motorcyclists, and the "Best of the West" event at Irwindale Toyota Speedway reaching approximately 50,000 people. CMSP staff also coordinated with Snell Memorial Foundation in conducting a successful legal motorcycle helmet exchange event in conjunction with the Walt Gray Ride for Kids in Roseville. A total of 11 individuals are now riding safer as they received new legal helmets in exchange for their novelty or non-legal



helmets. Additionally, CMSP staff partnered with the American Automobile Association (AAA) to arrange for the showing of the Department's recently produced CMSP PSAs on video screens in AAA office waiting areas statewide.

Other public education activities included the finalization and initial distribution of a departmental legal vs. non-legal motorcycle helmet brochure in both English and Spanish. To complement the brochure, CMSP staff conducted research to develop and produce a legal vs. non-legal helmet DVD/PSA. It is expected the helmet DVD/PSA will be finalized during the next quarter.

In July, the annual CMSP Advisory Committee Meeting was conducted in West Sacramento. Chief James McLaughlin, Sergeant Mike Thomason, Officer Shameil Coleman, and Mr. Rob Gladden, CMSP Contract Manager, provided presentations including CMSP updates, motorcycle-related injury and fatality statistics, and other motorcycle safety program activities such as the Department's "Share the Road" media campaign. At the conclusion of the meeting, several CMSP Advisory Committee members expressed their appreciation for the Department's high concentration on motorcycle safety and its willingness to include them in these efforts.

The Department's direct federal motorcycle safety grant, Promoting Motorcycle Safety Training, came to a close at the end of the reporting quarter. Preliminary data indicates the project was a success. The overall goal of the project, to increase CMSP attendance by 5 percent, was exceeded. Over the two-year period of the grant, CMSP enrollment increased by 35 percent. Currently, SPS is awaiting the "Share the Road" media campaign summary from tmdgroup, Inc. to determine the overall effectiveness of the grant project. SPS expects the media relations contractor's summary will be provided to the Department in mid-October 2009. Upon receiving the media campaign report, CMSP staff will complete the final report for approval through appropriate departmental channels and submission to OTS during the next quarter.

Goal 1.2 - Maximize service to the public and assistance to allied agencies

Activity 1.2.1: Continue oversight of the statewide grants that target DUI, underage drinking, child safety seat violations, as well as, educational efforts in the proper use of occupant restraints in several multi-cultural communities. We partner with many allied agencies and private sectors in our outreach efforts.

Quarterly Activity:

RPS staff continues oversight of several statewide grants (as referenced in Activity 1.1.6, 1.1.7, 1.1.9, and 1.1.10) which target DUI, under age drinking, seat belt use, and child passenger safety restraints.

Activity 1.2.2: Continue to maintain the Redi-Ref to provide a brief synopsis of the California Vehicle Code and other codes related to traffic law enforcement. This publication is used by CHP commands and distributed free of charge to local law enforcement agencies.



Quarterly Activity:

During this quarter, requests for updated information were forwarded to the contributing offices of primary interest.

Activity 1.2.3: Continue managing the Department's Pursuit Reporting System (PRS). PRS is an Intranet-based database of pursuit data collected from Areas and Division offices, as well as, all law enforcement agencies. Provide statistical data as requested

Quarterly Activity:

Staff constantly contacts Divisions in order to ensure reports are submitted and reviewed in a timely manner. Additionally, staff continues to work with the Data Analysis Unit with allied agency report entry. First-line supervisor training has been conducted when requested.

Activity 1.2.4: Focus on adherence to established due dates for projects. This includes conducting weekly reviews of individual project due dates along with a weekly review of section due dates and reconciliation with the Planning and Analysis Division (PAD) project log.

Quarterly Activity:

During the quarter, weekly meetings with PAD included a review of the project log and projects due during the week. Those project due dates were then communicated with appropriate SPS staff to ensure timely completion. SPS supervisors also reviewed ongoing due dates with section staff to ensure projects are on track and to avoid any unnecessary delays.

Activity 1.2.5: A major element of the corridor projects mentioned in Goal 1.1 is the participation of allied agencies, local governments, safety advocacy groups, and citizens in the development and implementation of solutions to improve traffic safety. Staff will enlist allied agency participation via contractual agreements to provide enhanced enforcement on ten selected roadway segments for grant-funded enhanced enforcement, convene task forces that include allied agencies and community stakeholders, and collaborate with Department of Transportation (Caltrans) or public works departments to identify possible short and long term solutions to identified traffic issues on the ten selected road segments.

Quarterly Activity:

DUI Corridor #1 — The CHP has six active contractual agreements for allied agencies participating in this two-year project: Alcoholic Beverage Control (ABC)-San Diego County; Chula Vista Police Department (PD); National City PD; San Diego PD; San Diego County Sheriff's Department (SD); and the San Diego County Probation Department. All agencies provide education and enhanced enforcement on the I-805 and I-5 corridor segments in San Diego County. The project was extended to September 30, 2009.

DUI Corridor #2 — The CHP has an active contractual agreement for ABC-Monterey County to provide education and enhanced enforcement on the SR-1 corridor in Monterey County. The project concluded on September 30, 2009.

DUI Corridor #3 — Two contractual service agreements are in place with ABC-Kern County and the Kern County Probation Department representatives. Both agencies are providing enhanced enforcement and education on the SR-184 corridor in Kern County. The project concluded on September 30, 2009.

DUI Corridor #4 — Two contractual service agreements are in place with San Diego County SD and San Diego County Probation Department for enhanced enforcement and education on the SR-67 corridor in San Diego County.

DUI Corridor #5 — One contractual service agreement is in place (Los Angeles County SD) and CHP is awaiting the signed contractual documents from the City of Los Angeles (LAPD). Both agencies will provide collaborative enforcement and education on the US-101 corridor in Los Angeles County.

DUI Corridor #6 — Two contractual service agreements are in place for San Diego County SD and Oceanside PD. Both agencies will provide collaborative enforcement and education on the SR-76 corridor in San Diego County.

College DUI Corridor #9 — Contract requests were submitted for CSULA Student Health and CSULA PD for peer education and enhanced enforcement on the I-710 and I-10 corridor segments in Los Angeles County. The CSULA contract was effective April 1, 2009. The contract with CSULA is currently pending final approval at CSULA.

College DUI Corridor #10 — The enhanced enforcement contract with UCSD PD was completed as of June 1, 2009. The enforcement contract with San Diego PD is still in the review process with the City of San Diego. The peer education contract with UCSD Student Affairs is still being reviewed; however, an expedite request was submitted requesting the contract be effective July 1, 2009.

Pedestrian Corridor #11 — During the enforcement period of this grant, the CHP Truckee Area had an allied agency contractual agreement with the Placer County SD for enhanced enforcement on the SR-28 corridor in Placer County.

Speed Corridor #14 — The CHP Sonora Area is within CHP jurisdiction and did not require allied agency support. This corridor's Program Operations Phase began June 1, 2008, and ended May 31, 2009, however, OTS extended enhanced enforcement through August 31, 2009.

Speed Corridor #15 — The CHP Buttonwillow Area is within CHP jurisdiction and does not require allied agency support.

Speed Corridor #16 — The CHP Rancho Cucamonga Area is within CHP jurisdiction and does not require allied agency support.

Speed Corridor #17 — The CHP Grass Valley Area will initiate a contractual agreement with Grass Valley Police Department (PD) for enhanced enforcement on the SR-49 corridor in Nevada County from August 1, 2009, through July 31, 2010.



As of this reporting quarter, the Nevada County Supervisor has not convened a meeting; however, the contract with Grass Valley PD is on the agenda for approval.

Activity 1.2.6: Continue to meet with Caltrans and other stakeholders on the high-occupancy toll (HOT) lane and high-occupancy vehicle (HOV) design elements and enforcement strategies.

Quarterly Activity:

Departmental staff met with Golden Gate Division, Caltrans, and other stakeholders, including Caltrans' contracted vendors, during the quarter to discuss HOT and HOV topics. The meetings focused on the rapid development of the I-680 and I-580 HOT lanes. Topics included enforcement area configurations, enforcement technologies, and staffing and safety concerns. Management Memorandum #09-013, HOT Lane Policy Revision, has been approved and is now available on the departmental intranet website.

SPS staff analyzed and recommended revisions to proposed legislation which will establish an 800-mile HOV/HOT network within the Bay Area. Staff met with Caltrans, Department of Motor Vehicles, and Air Resources Board regarding enforcement implications of federal law (which sunsets on September 30, 2009) currently authorizing vehicles with "Clean Air" decals to use HOV lanes. Staff also continued to support Southern and Border Divisions in their project development and automated enforcement activities related to HOV/HOT lanes.

Activity 1.2.7: Continue to increase allied agency participation in the California Law Enforcement Challenge (CLEC). Continue to promote the CLEC through presentations at the annual Traffic Safety Summit and the various Division Commanders Conferences.

Quarterly Activity:

During the quarter, the Commissioners' Support Unit (CSU) completed the following: Participated in two CLEC planning committee meetings with California State University, Sacramento (CSUS), OTS, and ABC; conducted a CLEC planning committee conference call with CSUS; facilitated a CLEC "How-To" seminar at the CHP Hayward office; participated in CLEC planning and directional meeting with Commissioner Joe Farrow and Assistant Commissioner Kevin Green; facilitated CLEC liaisons meeting/conference call; drafted and sent out 249 CLEC invitation letters to allied agencies as first time participants; drafted and sent out 75 CLEC congratulation letters to allied agencies and CHP recipients; drafted 153 CLEC "Thank You for Participating" letters and memorandums to allied agencies and CHP participants; coordinated with CSUS and OTS regarding selection of 2008 CLEC Commissioner's, category, Special, and Individual award certificates; planned event and secured facility for CLEC Commissioner's Awards presentation; drafted and sent out invitation to Commissioner's Awards presentation to Napa PD, Auburn CHP office, OTS director Christopher Murphy, and ABC director Steve Hardy; and assisted Office of Media Relations with release of 2008 CLEC winners list and Commissioner's Award presentation.

The CSU staff continues to promote the program by securing dates and locations for upcoming CLEC "How-To" seminars (which are open to all allied agency personnel). The CSU staff is also working with OTS and CSUS to prepare for the upcoming 2009

CLEC judging cycle in March 2010. CSU will be traveling to Ontario, CA, in October 2009 to attend and staff the CLEC booth at the 2009 COPSWest Convention. The purpose of attending this event will be an effort to provide 2008 and 2009 CLEC information to past and present CLEC participants. The CSU is continuing to work with CHP Executive Management on scheduling Commissioner Joe Farrow's and Deputy Commissioner Skip Carter's attendance at upcoming Division All Commanders' Conferences for departmental CLEC awards presentation.

Goal 1.3 - Improve Departmental efficiency.

Activity 1.3.1: Conduct two command self-inspections during 2009.

Quarterly Activity:

Staff conducted a Chapter 11, Forms and Reports inspection in September 2009. Corrective measures were established for noted deficiencies and documented on CHP 680A, Command Inspection Program, Exceptions Document.

Activity 1.3.2: PAD will participate in the CIP as required by departmental policy and will ensure internal accountability and collaboration with internal and external auditors.

Quarterly Activity:

No activity reported this quarter.

Activity 1.3.3: In preparation for the move to the new consolidated headquarters facility, staff have completed an employee commute survey in order to assist in congestion relief. Staff will be involved in establishing and promoting commute programs and rideshare opportunities for headquarters employees. The consolidated headquarters facility will increase the Department's ability to save money, increase our energy efficiency, improve departmental efficiency, and provide more enhanced service to the public. Staff will assist in the preparation of material for an employee orientation book which will include rideshare opportunities for headquarters employees.

Quarterly Activity:

SPS staff analyzed the commute survey results and presented the findings to Executive Management during the quarter, including carpool/vanpool, shuttle service, rideshare matching, and transit subsidy recommendations. Executive Management requested further information on several options before any final determinations are made.

Four commute options were approved: (1) implement the Travel Expense Claim and CalATERS process as the primary method for the transit subsidy program, (2) utilize the Department-specific ride matching database offered by the Sacramento Transportation Management Authority, which should be in place before the consolidation is complete, (3) offer preferred parking spaces at the new headquarters campus for carpools and vanpools, and (4) encourage private carpools and vanpools rather than using state vehicles (these will be considered on a case-by-case basis).

Goal 1.4 - Manage traffic and emergency incidents.

Activity 1.4.1: Administer the Department's plan to install 1,600 stand-alone digital mobile video audio recording systems in 1,600 patrol vehicles over two fiscal years.

Quarterly Activity:

During this reporting period the Department began receiving WatchGuard Video systems. WatchGuard MVARs were installed in two test Areas, Oakland and Williams. RPS staff, along with Fleet Operations Section staff, provided hands-on training on the use of the equipment, installation, and evidence documentation. It is anticipated that Division train-the-trainer sessions will begin by the end of 2009.

Activity 1.4.2: Develop an external feasibility study report (FSR) for the acquisition and deployment of an information technology based mobile video/audio recording system.

Quarterly Activity:

Staff developed an external FSR for the acquisition and deployment of an information technology based mobile video/audio recording system. The RPS portion of the FSR has been completed and is in the review process, and awaiting input from Information Management Division.

Activity 1.4.3: PAD, with their Traffic Management Center (TMC) partner, Caltrans, will present incident command system (ICS) training for a better understanding of roles and responsibilities. SPS will continue to stress the same roles and responsibilities within ICS at Caltrans' Freeway Operations (Fwy Ops) Academies. Incident Response and Clearance (IRC) Committee quarterly meetings will continue with the focus of developing recommendations to the executive managements of both the CHP and Caltrans.

Quarterly Activity:

Caltrans is close to obtaining approval for two TMC Academy trainings to be held in April 2010 and September/October 2010. CHP TMC staff and Caltrans TMC staff continue working together to better understand each others' roll in the TMC. The classes are interactive with hands-on group projects and simulator training. The students are asked for feedback on the classes and the simulation. The instructors from SPS, Caltrans, and Cal Poly San Luis Obispo continue to make adjustments and improvements to the program.

The Traffic Operations Academy scheduled for late August was rescheduled to October in San Diego. SPS provides a uniformed member to provide a 45-minute presentation on Incident Management/Joint Responsibilities of the CHP and Caltrans.

Goal 1.5 - Protect Public and State Assets.

Activity 1.5.1: Encourage all uniformed personnel to work road patrol during all departmental Maximum Enforcement Periods (MEP).

Quarterly Activity:

Staff worked several road patrol shifts during this reporting period utilizing DUI and speed grant funds. Activities included: 59 citations, 8 verbals, 1 DUI arrest, 4 motorist services, 4 assists to disabled motorists, 9 other assists, 1 CHP 422, and 5 police department assists.

Activity 1.5.2: Participate in and continue to oversee the Headquarters Security Patrol program, which schedules a uniformed employee to provide security patrol prior to, and after, regular business hours.

Quarterly Activity:

During this reporting period, PAD staff worked 32 days for the Headquarters Security Patrol program.

Activity 1.5.3: As the Office of Primary Interest for 1-800-TELLCHP, review policy and procedures for GO 100.71, to develop further practical uses. 1-800-TELLCHP, is the publicized number for reporting stolen vehicles.

Quarterly Activity:

Staff continued to explore the 1-800-TELLCHP issues. A suggestion was made by Sacramento Communications Center (SCC) that if commands are planning to use 1-800-TELLCHP for any special programs, such as car seat giveaways, they notify an SCC supervisor at least one-day prior to the event so staff can be briefed on the details of the program and be prepared to answer questions, should they arise. Staffing would not change in SCC, however dispatchers would be better informed. It was also suggested that a "phone tree" could improve public service by more quickly responding to caller inquiries. A "phone tree" would prompt callers to select a region of the state. This change in policy could help to better serve the public and relieve SCC of the sole burden of handling calls outside their jurisdiction. Staff will continue to discuss policy alternatives and will propose program improvements in the fourth quarter.

Goal 2.1 – Learning and Growth

Activity 2.1.1: When the Executive Traffic Management Course and joint leadership training program are developed and implemented, staff will ensure the appropriate staff are scheduled for training.

Quarterly Activity:

This course has not yet been developed.

Goal 3.1 - Customer Service

Activity 3.1.1: As new employees arrive in PAD they will be trained in the Internet-SWITRS program.

Quarterly Activity:

One employee received Oracle refresher training during the quarter.

Goal 3.3 - Commanders shall attend local county board of supervisors meetings and meet with board members on a quarterly basis.

Activity 3.3.1: Staff will conduct corridor task force (TF) meetings statewide and report quarterly on corridor information.

Quarterly Activity:

DUI Corridor #1 — The DUI Corridor identified TF members and convened for six meetings. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor.

DUI Corridor #2 — The DUI Corridor identified TF members and has convened for four meetings. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor.

DUI Corridor #3 — The DUI Corridor identified TF members and has convened for four meetings. The Department and the TF established DUI fatal and injury victim goals and identified four factors negatively impacting traffic safety on the corridor and potential solutions for each factor.

DUI Corridor #4 — The CHP El Cajon Area identified TF members and convened for two meetings. The Department and the TF established DUI fatal and injury victim goals and identified nine factors negatively impacting traffic safety on the corridor and potential solutions for each factor. The CHP El Cajon Area commander appeared before the San Diego County Board of Supervisors and obtained an approved county resolution of support.

On July 19, 2009, the San Diego County Supervisor, San Diego County Board of Supervisors, the commander of the CHP El Cajon Area, and engineers from Caltrans District 11, provided a PowerPoint presentation to the San Diego County Association of Governments (SANDAG). The presentation focused on education, enforcement, and engineering efforts to increase traffic safety on the SR-67 corridor. On August 14, 2009, the San Diego Supervisor hosted a public town hall meeting in her El Cajon office with local residents, community leaders, Caltrans, and the CHP. After hearing short-term projects, residents inquired on the status of SANDAG's long-term goal of widening the SR-67 corridor. In San Diego County, the 2020-2030 Regional Transportation Plan includes widening SR-67 to four lanes and major roadway improvements to 16 miles of the 24-mile corridor. The San Diego Supervisor, Caltrans, and elected representatives in attendance, urged the CHP El Cajon Area

commander to seek additional funding from OTS for enhanced law enforcement patrols on the SR-67 corridor beyond the project's ending date. Caltrans followed-up by forwarding a letter of request to the San Diego Supervisor, SANDAG, and the CHP on September 21, 2009. Their next meeting to discuss the status of transportation project funding and OTS support is being held at the San Diego Supervisor's office on November 19, 2009.

DUI Corridor #5 — The DUI Corridor identified TF members and convened for its first meeting on May 12, 2009. Although CHP enforcement patrols began on June 1, 2009, the untimely death of Michael Jackson resulted in the CHP West Valley Area's participation in traffic control duties and funeral escorts on the US-101 corridor. Once the TF reconvenes in November of 2009, the Area commander will discuss the established DUI fatal and injury victim goals. Seven factors were also identified as having a negative impact on traffic safety on the corridor and the TF will consider recommended solutions for each factor at the next meeting.

DUI Corridor #6 — A county resolution of support was received from the San Diego County Board of Supervisors. The DUI Corridor identified TF members and is planning to convene for its first meeting on October 13, 2009. Once the TF convenes, the Area commander will discuss the established DUI fatal and injury victim goals. Nine factors were also identified as having a negative impact on traffic safety on the corridor and the TF will consider recommended solutions for each factor.

College DUI Corridor #7 — The final TF meeting was held on June 4, 2008, and the final report was completed in June 2009.

College DUI Corridor #8 — The final TF was held via conference call on October 30, 2008, and the final report was completed in June 2009.

College DUI Corridor #9 — A strategic planning meeting will be held with the CSPU and the CHP East Los Angeles Area in January 2009, to discuss the operational plan, and the goals and objectives for the corridor.

Pedestrian Corridor #12 — The TF met four times during its grant Program Operations Phase where ideas were discussed and implemented to achieve maximum enforcement efforts to reduce pedestrian involved collisions. A final meeting took place on August 13, 2009.

Speed Corridor #13 — The TF was motivated throughout the project, and met once during the Program Preparation Phase. The TF met four times during its Program Operations Phase. The TF discussed progress and accomplishment of goals and objectives at each meeting. At its final meeting, goals and achievements were summarized, and future endeavors in support of the SR-12 corridor were discussed. This corridor began its Program Operations Phase April 1, 2008, and ended March 31, 2009. The Department will be compiling a final report for this corridor during the next reporting period.

Speed Corridor #14 — The TF met four times during its Program Operations Phase. The TF discussed progress and accomplishment of goals and objectives at each meeting. At its final meeting, goals and achievements were summarized, and future endeavors in support of the Sonora corridor were discussed. This corridor began its

Program Operations Phase June 1, 2008, and ended May 31, 2009. The Department will be compiling a final report for this corridor during the next reporting period.

Speed Corridor #15 — The TF has met twice through this reporting period. The TF discussed progress and accomplishment of goals and objectives at each meeting.

Speed Corridor #16 — The TF has met twice through this reporting period. The TF discussed progress and accomplishment of goals and objectives at each meeting.

Speed Corridor #17 — The TF has met once through this reporting period. The TF discussed progress and accomplishment of goals and objectives.

Goal 4.1 – Financial Management

Activity 4.1.1: As new employees arrive in PAD, they will be trained on the on-line Requisition Delivery System (ReDS).

Quarterly Activity:

No new employees received training this quarter.

Goal 4.2 – Financial management

Activity 4.2.1: PAD uniformed employees will utilize the automated daily activity form in order for management to monitor overtime expenditures.

Quarterly Activities:

All PAD uniformed employees utilize the automated daily activity form for management to monitor overtime expenditures.

Goal 4.3 – Financial management

Activity 4.3.1: PAD will ensure offices are safer and more energy efficient by utilizing the "Flex your Power" concept (e.g., turning off computer equipment, radios, fans, and lights) when not in use and at the close of business.

Quarterly Activities:

PAD employees utilize the "Flex your Power" concept on a daily basis by turning off lights when not in use, setting their computer monitors in safe mode when away from their desks, and not utilizing fans or radios.

PAD management is cognizant of the impending move to the new facility and has reiterated to staff the importance of proper lifting and packing techniques to reduce/eliminate situations where injuries may occur.